

RHODE ISLAND TRAFFIC STOP STATISTICS ACT FINAL REPORT

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INSTITUTE ON RACE AND JUSTICE

FORWARD

The Institute on Race and Justice brings together academics from the College of Criminal Justice, School of Law, Department of Sociology and Anthropology, and African American Studies Program to examine questions on race and justice facing urban communities. Our primary goal is to conduct meaningful research in race and justice and provide leadership on issues of racial injustice. The mission of the Institute is founded on the premise that academic institutions can provide rigorous and objective analysis that can be used by members of the community and policy makers to make policy changes that advance the cause of social justice. This research model attempts to enhance scientific inquiries with the input and experiences of community stakeholders who struggle with issues of racial injustice. Combining traditional empirical questions with a community-based problem-solving model of research provides a national model for action-based research in the field of race and justice.

Over the past five years we have had the opportunity to examine the problem of racial profiling in both national and local contexts. During this period we have come to believe that the perception of biased policing is one of the most challenging problems facing law enforcement today. While dedicated police officers and professional police practices have greatly contributed to making our communities safer the perception that some police officers are engaging in racial profiling has created and reinforced resentment and distrust of the police in many communities, particularly communities of color. These communities applaud the benefits of community policing in terms of reduced crime, but they also believe that truly effective policing will only be achieved when police both protect their neighborhoods from crime and respect the civil liberties of all residents. We at the Institute on Race and Justice believe that the most effective way to address significant issues in the area of race and social justice, such as racial profiling, is to bring together the community, academics and policy makers to work as partners in an effort to more fully understand the issue and to jointly develop solutions that reflect these deeper understandings. It is our hope that this report provides the tools necessary to begin such an important conversation.

Jack McDevitt
Director, Institute on Race and Justice

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Table of Contents

Forward.....	ii
Acknowledgements.....	iii
List of Tables.....	vii
Section 1: Introduction: Understanding and Defining Racial Profiling.....	1
Defining Racial Profiling Nationally.....	3
Defining and Measuring Racial Profiling in Rhode Island.....	4
What Can We Learn from Traffic Stop Data Collection.....	6
Section 2: The Rhode Island Traffic Stop Statistics Study.....	8
Data Collection and Design.....	8
Data Integrity.....	10
Questions Addressed in this Report.....	12
Section 3: General Information about Traffic Stops in Rhode Island.....	14
General Traffic Stop Activity.....	14
Variation in Traffic Stop Activity Among Jurisdictions.....	16
Section 4: Methodology for Determining Racial Disparities in Traffic Stops..	27
Traditional Comparative Benchmark Models.....	27
The Rhode Island Driving Population Estimate – Measuring Municipal Driving Populations.....	29
Highway Road Survey Observations as a Benchmark for State Police Activity.....	34
Section 5: Determining Racial Disparities in Traffic Stops.....	36
How Much Difference is Too Much?.....	36
Where Disparities Exists in Rhode Island – Two Measures.....	39

Section 6: Second-Level Review – Evaluating Characteristics of Disparities... 49

Variables Examined for Second Level Review.....	50
6A: Central Falls.....	53
6B: Cranston.....	58
6C: Cumberland.....	65
6D: East Providence.....	71
6E: Foster.....	79
6F: Hopkinton.....	83
6G: Jamestown.....	88
6H: Johnston.....	94
6I: Lincoln.....	100
6J: Narragansett.....	106
6K: New Shoreham.....	112
6L: North Providence.....	116
6M: North Smithfield.....	120
6N: Providence.....	125
6O: Richmond.....	132
6P: Scituate.....	136
6Q: Smithfield.....	142
6R: State Police.....	148
6S: University of Rhode Island.....	164
6T: Woonsocket.....	168

Section 7: Examination of Racial Disparities in Searches.....174

Establishing the Legal Basis for a Search.....	177
Racial Differences in Searches.....	179
<i>Bivariate Analysis</i>	180
<i>Multivariate Analysis</i>	184
Legal Basis for Searches.....	187
Productivity in Searches.....	189
Instructions on Interpreting Individual Regression Analysis Output.....	193
Search Tables for Each Jurisdiction (in alphabetical order).....	196-241
Location Specific Multivariate Analysis for Selected Jurisdictions.....	242
Location Specific Analysis – Providence.....	243-253

Section 8: Conclusions and Remarks..... 254

Appended Material

Appendix 1: Rhode Island Jurisdictions Included in Analysis

Appendix 2: Data Cards

Appendix 3: Missing Data Table

Appendix 4: Rolling Road Survey Methodology

Appendix 5: Stationary Road Survey Methodology

Appendix 6: Driving Population Estimate Draw Calculations

Appendix 7: Driving Population Estimate Draw Distribution Among Jurisdictions

Appendix 8: Census to Modified Census Comparison

Appendix 9: Location Recodes

Appendix 10: Black and Hispanic Disparity Measures

Appendix 11: Density Maps Non-White Stops for Second Level Review

Appendix 12: Non-Second Level Review Charts

Appendix 13: Correspondance

List of Tables

Section 3: General Information about Traffic Stops in Rhode Island

Table 3.1: General Information about Traffic Stops Statewide.....	15
---	----

Table 3.2: General Information on Stops.....	19
--	----

Section 4: Methodology for Determining Racial Disparities in Traffic Stops

Table 4.1: Push Calculation.....	31
----------------------------------	----

Table 4.2: Draw Ratios.....	33
-----------------------------	----

Section 5: Determining Racial Disparities in Traffic Stops

Table 5.1: Hypothetical Illustration of Difference in % and Ratio.....	40
--	----

Table 5.2: Difference between Percent Non-White in Driving Population Estimate.....	41
--	----

Chart 5.1: Observed Difference between Percent Nonwhite Stop Population and Percent Nonwhite Modified Census Population.....	43
---	----

Chart 5.2: Observed Ratio of Percent Nonwhite Stop Population to Percent Nonwhite Modified Census Population.....	44
--	----

Table 5.3: Matrix of Jurisdictions Above and Below the Statewide Average.....	46
---	----

Table 5.4: Second Level Review Jurisdictions.....	47
---	----

Section 6: Second-Level Review – Evaluating Characteristics of Disparities

Central Falls

Table 6A.1: Location by Race.....	53
-----------------------------------	----

Table 6A.2: Modified Non-White Location Population Compared to Stop Population.....	54
--	----

Table 6A.3: Shift by Race.....	54
--------------------------------	----

Table 6A.4: Racial Differences in Stops by Shift for Each Location.....	55
---	----

Table 6A.5: Seasonal Variation in Traffic Stops by Race.....	56
--	----

Table 6A.6: Reason for Stop by Race.....	56
--	----

Table 6A.7: Basis for Stop by Race.....	57
---	----

Cranston

Table 6B.1: Location by Race.....	58
Table 6B.2: Modified Non-White Location Population Compared to Stop Population.....	59
Table 6B.3: Shift by Race.....	60
Table 6B.4: Racial Differences in Stops by Shift for Each Location.....	60
Table 6B.5: Seasonal Variation in Traffic Stops by Race.....	62
Table 6B.6: Reason for Stop by Race.....	63
Table 6B.7: Basis for Stop by Race.....	64

Cumberland

Table 6C.1: Location by Race.....	65
Table 6C.2: Modified Non-White Location Population Compared to Stop Population.....	66
Table 6C.3: Shift by Race.....	66
Table 6C.4: Racial Differences in Stops by Shift for Each Location.....	67
Table 6C.5: Seasonal Variation in Traffic Stops by Race.....	68
Table 6C.6: Reason for Stop by Race.....	68
Table 6C.7: Basis for Stop by Race.....	70

East Providence

Table 6D.1: Location by Race.....	71
Table 6D.2: Modified Non-White Location Population Compared to Stop Population.....	72
Table 6D.3: Shift by Race.....	73
Table 6D.4: Racial Differences in Stops by Shift for Each Location.....	74
Table 6D.5: Seasonal Variation in Traffic Stops by Race.....	76
Table 6D.6: Reason for Stop by Race.....	76
Table 6D.7: Basis for Stop by Race.....	77

Foster

Table 6E.1: Location by Race.....	79
Table 6E.2: Shift by Race.....	80
Table 6E.3: Seasonal Variation in Traffic Stops by Race.....	80
Table 6E.4: Reason for Stop by Race.....	81
Table 6E.5: Basis for Stop by Race.....	82

Hopkinton

Table 6F.1: Location by Race.....	83
Table 6F.2: Modified Non-White Location Population Compared to Stop Population.....	84

Table 6F.3: Shift by Race.....	84
Table 6F.4: Racial Differences in Stops by Shift for Each Location.....	85
Table 6F.5: Seasonal Variation in Traffic Stops by Race.....	85
Table 6F.6: Reason for Stop by Race.....	86
Table 6F.7: Basis for Stop by Race.....	87

Jamestown

Table 6G.1: Location by Race.....	88
Table 6G.2: Modified Non-White Location Population Compared to Stop Population.....	90
Table 6G.3: Shift by Race.....	90
Table 6G.4: Racial Differences in Stops by Shift for Each Location.....	91
Table 6G.5: Seasonal Variation in Traffic Stops by Race.....	91
Table 6G.6: Reason for Stop by Race.....	92
Table 6G.7: Basis for Stop by Race.....	93

Johnston

Table 6H.1: Location by Race.....	94
Table 6H.2: Modified Non-White Location Population Compared to Stop Population.....	95
Table 6H.3: Shift by Race.....	96
Table 6H.4: Racial Differences in Stops by Shift for Each Location.....	96
Table 6H.5: Seasonal Variation in Traffic Stops by Race.....	97
Table 6H.6: Reason for Stop by Race.....	98
Table 6H.7: Basis for Stop by Race.....	99

Lincoln

Table 6I.1: Location by Race.....	100
Table 6I.2: Modified Non-White Location Population Compared to Stop Population.....	101
Table 6I.3: Shift by Race.....	102
Table 6I.4: Racial Differences in Stops by Shift for Each Location.....	102
Table 6I.5: Seasonal Variation in Traffic Stops by Race.....	103
Table 6I.6: Reason for Stop by Race.....	104
Table 6I.7: Basis for Stop by Race.....	105

Narragansett

Table 6J.1: Location by Race.....	106
Table 6J.2: Modified Non-White Location Population Compared to Stop Population.....	107
Table 6J.3: Shift by Race.....	108
Table 6J.4: Racial Differences in Stops by Shift for Each Location.....	108

Table 6J.5: Seasonal Variation in Traffic Stops by Race.....	109
Table 6J.6: Reason for Stop by Race.....	110
Table 6J.7: Basis for Stop by Race.....	111

New Shoreham

Table 6K.1: Location by Race.....	112
Table 6K.2: Shift by Race.....	113
Table 6K.3: Seasonal Variation in Traffic Stops by Race.....	113
Table 6K.4: Reason for Stop by Race.....	114
Table 6K.5: Basis for Stop by Race.....	115

North Providence

Table 6L.1: Shift by Race.....	116
Table 6L.2: Seasonal Variation in Traffic Stops by Race.....	117
Table 6L.3: Reason for Stop by Race.....	117
Table 6L.4: Basis for Stop by Race.....	119

North Smithfield

Table 6M.1: Location by Race.....	120
Table 6M.2: Modified Non-White Location Population Compared to Stop Population.....	121
Table 6M.3: Shift by Race.....	121
Table 6M.4: Racial Differences in Stops by Shift for Each Location.....	122
Table 6M.5: Seasonal Variation in Traffic Stops by Race.....	122
Table 6M.6: Reason for Stop by Race.....	123
Table 6M.7: Basis for Stop by Race.....	124

Providence

Table 6N.1: Location by Race.....	125
Table 6N.2: Modified Non-White Location Population Compared to Stop Population.....	126
Table 6N.3: Shift by Race.....	127
Table 6N.4: Racial Differences in Stops by Shift for Each Location.....	128
Table 6N.5: Seasonal Variation in Traffic Stops by Race.....	129
Table 6N.6: Reason for Stop by Race.....	130
Table 6N.7: Basis for Stop by Race.....	131

Richmond

Table 6O.1: Location by Race.....	132
Table 6O.2: Shift by Race.....	133
Table 6O.3: Racial Differences in Stops by Shift for Each Location.....	133

Table 6O.4: Seasonal Variation in Traffic Stops by Race.....	134
Table 6O.5: Reason for Stop by Race.....	134
Table 6O.6: Basis for Stop by Race.....	135

Scituate

Table 6P.1: Location by Race.....	136
Table 6P.2: Modified Non-White Location Population Compared to Stop Population.....	137
Table 6P.3: Shift by Race.....	138
Table 6P.4: Racial Differences in Stops by Shift for Each Location.....	139
Table 6P.5: Seasonal Variation in Traffic Stops by Race.....	139
Table 6P.6: Reason for Stop by Race.....	140
Table 6P.7: Basis for Stop by Race.....	141

Smithfield

Table 6Q.1: Location by Race.....	142
Table 6Q.2: Modified Non-White Location Population Compared to Stop Population.....	143
Table 6Q.3: Shift by Race.....	144
Table 6Q.4: Racial Differences in Stops by Shift for Each Location.....	144
Table 6Q.5: Seasonal Variation in Traffic Stops by Race.....	145
Table 6Q.6: Reason for Stop by Race.....	145
Table 6Q.7: Basis for Stop by Race.....	147

State Police

Table 6R.1: Comparison of I-95 State Police Highway Stop Demographics to I-95 Observation Demographics.....	149
Table 6R.2: Comparison of I-95 State Police Highway Stop Demographics During Observation Time to Observation Demographics.....	150
Table 6R.3: Comparison of I-95 Providence Metro Area State Police Highway Stop Demographics to I-95 Providence Metro Area Observation Data.....	151
Table 6R.4: Comparison of I-95/I-295 Split Area State Police Highway Stop Demographics to I-95/I-295 Split Area Observation Data.....	152
Table 6R.5: Comparison of Southern I-95 Area State Police Highway Stop Demographics to Southern I-95 Area Observation Data.....	152
Table 6R.6: All State Police – Shift by Race (broken out by barrack).....	153
Table 6R.7: All State Police – Season by Race (broken out by barrack).....	154
Table 6R.8: All State Police – Reason for Stop (broken out by barrack).....	156
Table 6R.9: All State Police – Basis for Stop by Race (broken out by barrack).....	158

University of Rhode Island

Table 6S.1: Location by Race.....	164
Table 6S.2: Shift by Race.....	165
Table 6S.3: Seasonal Variation in Traffic Stops by Race.....	165
Table 6S.4: Reason for Stop by Race.....	166
Table 6S.5: Basis for Stop by Race.....	167

Woonsocket

Table 6T.1: Location by Race.....	168
Table 6T.2: Modified Non-White Location Population Compared to Stop Population.....	169
Table 6T.3: Shift by Race.....	169
Table 6T.4: Racial Differences in Stops by Shift for Each Location.....	171
Table 6T.5: Seasonal Variation in Traffic Stops by Race.....	172
Table 6T.6: Reason for Stop by Race.....	172
Table 6T.7: Basis for Stop by Race.....	173

Section 7: Examination of Racial Disparities in Searches

Table 7.1: Traffic Stop Activity by Race.....	175
Table 7.2: Legal Basis for Searches in Rhode Island.....	178
Table 7.3: Difference in White and Non-White Discretionary Searches for All Jurisdictions.....	183
Table 7.4: Multivariate Regression of Race and Decision to Search.....	186
Table 7.5: Legal Basis for Search by Race.....	188
Table 7.6: Productivity of Discretionary Searches.....	190
Search Tables for Each Jurisdiction (in alphabetical order).....	196-241
Location Specific Analysis – Providence.....	243-253

Section 1

Introduction: Understanding and Defining Racial Profiling

The existence and perception of racial profiling is undoubtedly one of the most challenging issues facing contemporary law enforcement. The foundation of community based policing – a movement widely adopted by police departments nationally – is increased communication between community and police.¹ Trust is fundamental to opening these avenues of communication. When law enforcement practices are perceived to be biased or disrespectful, members of the community are less likely to trust the police and consequently are less willing to engage in crime reduction partnerships with law enforcement. Conversely, as accusations of racial profiling emerge in local communities, law enforcement often becomes defensive, feeling as if the community does not understand the difficult nature of their work. Under a community policing model, truly effective policing can only be achieved when police both protect the neighborhoods they serve from crime and respect the civil liberties of all community members. Therefore, resolving the controversial issue of racial profiling is a necessary step toward building effective police-community partnerships.

Traffic stops are the most frequent form of contact that law enforcement has with the citizenry. Recent information from the Bureau of Justice Statistics indicates that traffic stops are the most common cause of police citizen interaction, reported three times more often than any other type of contact.² Because they are a frequent source of interaction, traffic stops have the potential to dramatically shape how individuals perceive the police.

In their daily activities police exercise a great deal of individual discretion. Generally police are afforded this discretion because of both limited resources for enforcement and the ambiguities inherent in enforcing legal statutes. Police discretion is highest in police invoked action, particularly involving less serious incidents such as traffic enforcement. These incidents are generally minor, committed by large numbers of citizens and have no direct victim.³ Within the area of traffic stops, for example, police must use reasoned judgement in deciding which cars to

¹ Jerome Skolnick and David Bayley (1986). *The New Blue Line: Police Innovation in Six American Cities*, New York: Free Press.

² Patrick Langan, Lawrence Greenfeld, Steven Smith, Matthew Dunrose and David Levin (2001). *Contacts Between Police and the Public: Findings from the 1999 National Survey*. Washington, D.C.: Bureau of Justice Statistics.

³ James Q. Wilson (1968). *Varieties in Police Behavior*. Cambridge, Mass.: Harvard University Press.

stop from among all the cars being operated in violation of the law. Since numerous traffic enforcement and vehicle code laws apply to all cars on the road, and there are more vehicles being operated in violation of the local traffic laws than police have the resources to detain, police officers have a wide ambit of discretion in selecting which cars to stop.

Historically police agencies have not routinely kept or analyzed data on the traffic stops conducted by officers in their municipalities. As a result, departments have little systematic knowledge about where traffic stops are made, how many stops are made daily, and for what reasons motorists are detained. This lack of data inhibits police administrators from assessing and managing the discretionary decisions of patrol officers made in the context of the most frequent type of police-citizen interactions.

Recently there has been an increased public inquiry into the discretionary decisions around traffic enforcement, including the decision to stop, search and cite motorists. While a number of factors may influence an officer's decision to stop and search an individual, it has been suggested that some police officers inappropriately use race when making decisions about whom to stop, search or cite.⁴ Aggressive crime control strategies utilized by police in an effort to reduce violence and interdict drugs throughout the 1980s and 1990s heightened the perception that police use traffic offenses as a pretext to disproportionately conduct roadside investigations of black or Hispanic drivers and their cars. Allegations of racial bias in traffic stops have become so common that the practice has been popularly labeled "driving while black" or "driving while brown."

National surveys have confirmed that a majority of Americans, regardless of race, believe that racial bias in police stops is a significant social problem. According to a Gallup Poll released in December, 1999, over half of Americans surveyed believe that the police actively engage in the practice of racial profiling, and, more significantly, 81 percent of them say they disapprove of the

⁴ Although there are numerous public claims of racial profiling for a general review of the issues see: Gary Webb (1999). "DWB." *Esquire*, April, pp. 118-127; David Harris 2000 "Driving While Black" American Civil Liberties Union and Ronald Weitzer (1999). "Citizens' Perceptions of Police Misconduct: Race and Neighborhood Contexts" *Justice Quarterly*, 16: 819-846.

practice.⁵ Even in the aftermath of the September 11th terrorist attacks, public sentiment against racial profiling by police in response to generalized belief that such individuals are more likely to be involved in the drug trade or be “dangerous” has remained strong.⁶

Defining Racial Profiling Nationally

Racial profiling is generally understood as the practice of targeting or stopping a pedestrian or motor vehicle based primarily on the person’s race, rather than any individualized suspicion. The popular understanding of the term racial profiling is derived from the “profile” of drug couriers developed by the Drug Enforcement Agency during the mid-1980s to interdict interstate drug trafficking. Promoted to law enforcement agencies throughout the country as part of Operation Pipeline, the DEA’s profile included clues of drug trafficking such as signs of concealment in the vehicle, indications of fast, point-to-point driving, and certain behavioral cues. Descriptions of Operation Pipeline training from investigators and participants suggest that the profile also included indications of race, age and gender characteristics of potential traffickers.⁷ The DEA’s drug courier profile was promoted as a coherent package of individual factors that, taken as a whole, would prompt an officer to do more investigation. This profile was offered to state and local police agencies in training sessions intended to improve their drug interdiction efforts.

Specific definitions of racial profiling vary along a continuum ranging from using race alone as the reason for the stop to using race as any factor in the reason for the stop. For example, the General Accounting Office (GAO) defines racial profiling simply as, “Using race as a key factor in deciding whether to make a traffic stop”.⁸ Conversely, federal legislation sponsored by Senator Russ Feingold suggests that police engage in racial profiling when “relying, to any degree, on race, ethnicity, or national origin in selecting which individuals to subject to routine investigatory activities”.⁹ Advocates on both sides of the debate agree that police should not use racial or ethnic stereotypes to select which individuals to stop and search, but questions remain

⁵ Gallup Poll Organization Poll Release (1999). *Racial Profiling Is Seen as Widespread, Particularly Among Young Black Men*. Princeton, NJ: Gallup Poll Organization.

⁶ Nicole Davis (2001). “The Slippery Slope of Racial Profiling” *ColorLines*, December.

⁷ Gary Webb (1999). “DWB” *Esquire*, April pp. 118-127

⁸ General Accounting Office (2000b). *Racial Profiling: Limited Data Available on Motorist Stops*. Report to the Honorable James E. Clyburn, Chairman, Congressional Black Caucus. GAO/GGD-00-41. Washington, DC. March, pg. 1.

⁹ S.989, 107th Congress, Section 50

about the extent to which race can legitimately be used in descriptions of particular suspects or groups of suspects who may be subject to a stop.¹⁰

For purposes of clarifying appropriate and inappropriate use of race in traffic stops we define racial profiling as “any police-initiated action that relies upon the race, ethnicity or national origin of an individual rather than the behavior of that individual or information that leads the police to a particular individual who has been identified as being engaged in or having been engaged in criminal activity.”¹¹ This definition was put forth in a report from the United States Department of Justice prepared by the authors of this report and has been adopted by the National Organization of Black Law Enforcement Executives (NOBLE). Under this definition police may not use racial or ethnic stereotypes as factors in selecting whom to stop and search but police may use race or ethnicity to determine whether a person matches a specific description of a suspect for a particular crime or specific intelligence that members of a local group are involved in a criminal enterprise.¹²

Defining and Measuring Racial Profiling in Rhode Island

In Rhode Island racial profiling has been defined as “the detention, interdiction or other disparate treatment of an individual solely on the basis of the racial or ethnic status of such individual.”¹³ Although this definition encompasses some of the concerns raised by opponents of racial profiling, we believe that the use of the word “solely” is inappropriate for determining the existence of bias based policing. According to the Police Executive Research Forum “even a racially prejudiced officer likely uses more than the single factor of race when conducting biased law enforcement.”¹⁴ For example, an officer may determine that a car is suspicious based on the driver’s race in combination with the particular neighborhood and time of day in which the vehicle is traveling. In this example race was not the sole reason for the stop, however using

¹⁰ Deborah Ramirez, Jack McDevitt and Amy Farrell (2000). *Resource Guide on Racial Profiling Data Collection Systems: Promising Practices and Lessons Learned*. Washington D.C., U.S. Department of Justice.

¹¹ Supra Note 10, pg. 3

¹² The Supreme Court has addressed the issue of ethnicity and immigration stops in *United States v. Brignoni-Ponce* 422 U.S. 873 (1975) and *United States v. Martinez-Fuerte* 428 U.S. 543 (1976), more recently the ninth circuit addressed the use of race in border stops in *United States v. Montero-Camargo*, 208 F. 3d 1122 (9th Cir. 2000).

¹³ Rhode Island General Laws, Section 31-21.1-4

¹⁴ Police Executive Research Forum (2001). *Racially Biased Policing: A Principled Response*. Washington DC: Police Executive Research Forum, pg. 3.

race of the driver in combination with such vague indicators as location and time is, absent more specific information about criminal activity, still biased.

In the context of vehicle stops, racially biased police actions often involve the use of a legitimate traffic violation in combination with race as the justification for a traffic stop. Although using a traffic violation as a justification for pre-textual traffic stops is supportable under the Fourth Amendment doctrine of reasonable suspicion or probable cause,¹⁵ if practiced in a racially biased manner such action would constitute a violation of the Fourteenth Amendment's guarantee of equal protection under the law.

Beyond the vagueness regarding the extent to which race can be appropriately used when conducting a traffic stop, applying the correct level of analysis to accepted definitions is a second impediment to determining the existence of racial profiling. Recall that our current definition of racial profiling – as well as other definitions – deals exclusively with individual officer actions. For example, our definition refers to a “police-initiated action” and the GAO definition employs language that suggests an individual actor “deciding whether to make a traffic stop”. Without data that includes information on individual officer's actions, it is impossible to draw informed conclusions about racial profiling as defined by these contemporary definitions.

In Rhode Island, the statutory definition of racial profiling also deals with the existence bias behavior at an individual officer level. Just as with other common definitions of racial profiling, the Rhode Island definition refers to “the detention interdiction or other disparate treatment of an individual.” Unfortunately, this definition of racial profiling cannot be adequately tested by the data that was statutorily mandated to be collected. Specifically, in Rhode Island *no data was collected on the identity of the officer carrying out a traffic stop*, making it inappropriate to conduct an analysis that would test the existence of disparate stop practices by individual officers. Instead, the statute mandates the collection of data that can only be analyzed in the aggregate or community level. Aggregate data can indicate patters of disparate traffic stop activity in a department but cannot tease out the motives of individual traffic stops or other enforcement decisions.

¹⁵ US v. Whren, 517 U.S. 806 (1996)

Although we are not able to assess individual officer motives, the analysis of community level traffic stop data can inform conclusions about slightly different questions. With this data we can address questions about the racial demographics produced by traffic enforcement activity in particular departments. Instead of identifying individual acts of profiling, this study examines the aggregate patterns of traffic stops within a jurisdiction to determine if there is a disparity between the proportion of non-whites stopped by the police proportion of non-whites in the driving population. In addition to addressing questions about disparities in traffic stops, this study will examine the extent to which race plays a role in post-stop activity, such as searches at the aggregate or community level.

For these reasons, we are reluctant to use these traffic stop data to draw conclusions about the existence of racial profiling, however, seeking to identify meaningful racial disparities at a community wide level is in and of itself an important endeavor. Racial disparities in traffic stops can be produced by a number of factors that we are just beginning to understand, only one of which is racial bias on the part of individual officers. For example, certain department enforcement strategies or allocation of patrol resources – while perhaps race neutral on their face – may result in the disparate treatment of racial groups. Regardless of why they occur, racial disparities may impose serious costs on minority citizens as well as influence how community members perceive the police in their community. It is for this reason that local law enforcement officials and community stakeholders should closely examine conclusions about existence of racial disparities.

What Can We Learn from Traffic Stop Data Collection

Because claims of racial profiling have commonly been based on personal narratives and anecdotal accounts, systematic data collection of police contact with drivers is a necessary first step to address the perception of racial profiling. However, current efforts to utilize traffic stop data to confront the issue of racial profiling suggest that the collection of statistics by themselves may not prove to be an adequate solution to the complex problem, either real or perceived, of racially biased policing. Racial profiling data collection is a relatively new phenomenon, and subsequently no industry standard for data analysis has yet been developed. Additionally,

because conversations between the police and community members about racial profiling are often volatile, with each side holding fast to their entrenched beliefs, new lines of communication must be developed to successfully interpret and discuss any data that is collected.

In the long run, the collection of aggregate statistics and information regarding law enforcement activities can provide information about the nature, character, demographics and results of police enforcement action. The most effective and productive use of racial profiling data may not be to determine definitively whether or not profiling exists but rather its ability to shift the discussion away from individual anecdotes providing police and community members with concrete information on patterns of traffic stops and searches in their local community.

Section 2

The Rhode Island Traffic Stop Statistics Study

The Traffic Stop Statistics Act was passed by the Rhode Island Legislature on July 13, 2000.

The Act mandated a “study of traffic stops by the police to determine whether racial profiling was occurring” and required police to prohibit the practice of racial profiling. The Traffic Stop Statistics Act required the collection of data for all routine traffic stops made by the Rhode Island State Police and all municipal police departments. All traffic stops data was to be forwarded to the Rhode Island Attorney General’s Office who would conduct a study of racial profiling and release information on traffic stops on a quarterly basis. The Attorney General contracted with Northeastern University’s Institute on Race and Justice to provide technical assistance with the data collection design and implementation and to conduct the final analysis of traffic stop statistics in Rhode Island. Data collection was mandated to begin on January 15, 2001.

In addition to prohibiting racial profiling and mandating data collection, the Rhode Island Traffic Stop Act designated the formation of a Traffic Stop Study Advisory Committee to assist the Attorney General with the development of the study, the interpretation of the data and to provide a general sense of the concerns about racial profiling within Rhode Island. The Committee included three state representatives, three state senators, the president of the Rhode Island Chiefs Association, the Executive Director of the Urban League, the Executive Director of the National Conference for Community and Justice, the Executive Director of the Commission for Human Rights, a Professor of Statistics from a college or university in Rhode Island and a member at large appointed by the Governor (see full list of Committee members in Appendix).

Data Collection and Design

The Rhode Island Traffic Stop Statistics Act mandated the police to collect data from each traffic stop. The following data elements were specified for collection by the legislation:

- The date, time and general location of the stop;
- The race or ethnicity, gender and approximate age of the driver;
- The reason for the stop
- Whether a search was instituted as a result of the stop;
- The basis for any search;

Whether any contraband, including money, was seized in the course of the search, and if so, the nature of the contraband;

Whether any warning or citation was issued as a result of the stop;

Whether an arrest was made as a result of the stop or the search;

The duration of the stop; and

Whether the vehicle was registered in Rhode Island or out of the state.¹⁶

In addition to the information mandated by law, the Attorney General, with advice from Northeastern University project staff and the Advisory Committee, elected to include additional information about the unit or barrack identification for each stop. Scantron Corporation was hired to design machine-readable data collection forms which included all elements mandated by statute and those added by the Attorney General and the Traffic Stop Advisory Committee. The data collection form changed slightly in the second year of data collection. For the second year an additional field was added in the “reason for search” category following a request from the Advisory Committee and the Attorney General to separate out those searches that were the result of a lawful arrest. Concern was voiced that searches that were conducted incident to an arrest were non-discretionary in most law enforcement agencies and thus may bias the results of a community wide analysis of searches. Officers were issued new traffic stop statistics cards at the start of the second year of data collection and were required to return all data cards from the first year of the study to the Attorney General. Copies of both data collection forms are appended to the report.

Before officers began using the data collection forms, the Attorney General sponsored a two-day train-the-trainer session for participating local police jurisdictions and State Police representatives, held on November 20th and 21st, 2000. The training sessions presented general information on the problem of racial profiling and provided instructions for correctly filling out the traffic stop data form. During this training session officers were instructed that they were required by law to complete the traffic stop data collection form for every traffic stop. Officers were instructed to fill-in the information on the data collection card about a driver’s race based

¹⁶ 1999 Rhode Island HB 7164, Section 31-21.1-4.

on their own perception rather than to ask the driver questions about their racial background. At this training officers were also instructed that the state legislation specifies that the data shall be used only for research or statistical purposes and under the statute the Attorney General has the power to commence a civil action to enforce compliance with the act.

Data collection officially began on January 15, 2001. At the end of each month, jurisdiction representatives were required to forward their traffic stop statistics cards to the Rhode Island Attorney General. These cards were then submitted to Northeastern University to be scanned and analyzed. Northeastern University prepared quarterly reports of the aggregate data for each jurisdiction. These reports were released ninety days following the end of each quarter.¹⁷

Data Integrity

As with most racial profiling studies, the Rhode Island traffic stop study relied on law enforcement officers to self-report all information about traffic stops. This process required officers to take a little extra time during the course of a traffic stop (approximately one minute) to carefully enter data on the Scantron card provided by the Attorney General. These cards were produced in booklet form similar to the traffic citations that officers had been using for years. We applaud the dedication of those many law enforcement officers who faithfully completed the traffic stop data collection cards. While we believe that the majority of officers completely and accurately recorded information about traffic stop activity, it is important to note that the percentage of automobile stops for which officers did not accurately fill out a data collection form is unknown.

The issue of incomplete data collection is not unique to Rhode Island. Some departments nationwide report that up to 50% of their traffic stops were not captured by a data collection system.¹⁸ Realizing the importance of complete and accurate data collection in Rhode Island, the Northeastern University research team instituted a program to monitor traffic stop data collection at the outset of the study. Following the release of the first quarterly report in June 2001 a number of questions were raised about whether or not officers in every jurisdiction were filling

¹⁷ All quarterly reports are available on the Rhode Island Attorney General's Web Site: www.riag.state.ri.us

¹⁸ Sacramento Second Annual Report, 2002; Los Angeles Police Department Report to Monitor, 2002.

out traffic stop statistics cards for each stop. In response to these concerns Northeastern University conducted diagnostic tests to determine if the numbers of reported traffic stops fluctuated during the first few months of the study period. In many instances the research team also compared the number of traffic stop cards which indicated a citation was issued with official records of citations provided by the Attorney General. Departments with the appearance of data integrity problems were contacted following the first few months of data collection. In response, a number of departments voluntarily adopted internal auditing structures to verify the completeness of their traffic stop data.¹⁹

In the fall of 2001 the American Civil Liberties Union (ACLU) and the Rhode Island Attorney General brought suit against the City of Providence for non-compliance for the Traffic Stop Statistic Act. Between January 2001 and June 2001 the rate of documented traffic stops in Providence declined from a high of 25 stops per day in January 2001 to a rate of less than 4 stops a day in June 2001. On November 30, 2001 the Providence Police Department entered into an agreement with the Rhode Island Attorney General and the Rhode Island affiliate of the ACLU to allow outside monitoring of traffic stop data collection. In response to the court's order, Northeastern University instituted a procedure to audit the traffic stop statistics collected by the Providence Police Department. The order required the Providence Police Department to submit all computer-aided dispatch records, citation records and in-car video records for traffic stops. While the Providence Police Department made efforts to ensure that all traffic stops were properly recorded, their data was not considered fully in compliance until the fall of 2002. As a result, the court ordered Providence to continue traffic stop data collection until June 30, 2003 in order to guarantee enough complete data for proper analysis. Due to these problems with data integrity, the findings from the City of Providence must be interpreted with caution. Although analysis is conducted in this report on Providence traffic stops between January 15, 2001 and December 31, 2002 it is important to note that these data may not be complete or accurate. A final report on the traffic stop data from Providence will be released following the end of their data collection in June 2003.

¹⁹ A few examples of such internal auditing measures are: matching data cards with official citation records, assigning supervisors to review data cards for completeness and accuracy after each shift, and cross-checking traffic stop cards with other official sources of data such as computer aided dispatch records.

Although problems with data integrity were raised in Providence, we have no reason to believe that similar issues of serious non-compliance were common in Rhode Island. In fact, during the course of the study the research team visited a number of jurisdictions to review their internal data auditing measures. During these visits the time and attention that many jurisdictions devoted to the data integrity process alleviated many concerns about substantial problems of data integrity.

Questions Addressed in this Report

There are numerous questions that can be raised about the relationship between race and traffic stop practices within police departments. For the sake of clarity and usefulness we have limited our analysis of traffic stop data in Rhode Island to four primary questions that are addressed in this report.

1. What is the general pattern of traffic stop activity in Rhode Island?
2. Do disparities exist between the demographics of those estimated to be driving on roadways of Rhode Island and the demographics of those who are stopped for traffic violations? In which jurisdictions are racial disparities the greatest?
3. Are racial disparities between the driving population and the stopped population explained or mitigated by race-neutral factors?
4. Are there racial disparities in the proportion of drivers who are searched once they are stopped? Are there race-neutral factors that might explain such differences in post-stop activity?

While these four questions do not represent the full set of inquiries that community members or law enforcement officials may have about the existence of racial profiling, they encompass the types of questions that we are most confident can be answered with the data that is available in this study. We do not view this analysis as an end of the discussion about the existence and extent of racial profiling in Rhode Island, but rather it will provide a set of information to begin

an important dialogue. No statistical analysis can adequately address all the concerns about racial profiling that exist in a local community. However, a well conceived and implemented study of racial disparities in traffic stops can serve as a very useful springboard for community level conversations about the issues of racial profiling.

Section 3

General Information about Traffic Stops in Rhode Island

Before delving into the question of racial disparity in traffic stops it is important to understand the general pattern of traffic enforcement activities that have occurred in Rhode Island during the two-year study period. This section of the report provides statewide information on the characteristics and demographics of traffic stop activity and discusses the variation in traffic stop patterns that emerged throughout the state.

General Traffic Stop Activity

Statewide approximately 445,500 traffic stops were analyzed during the study period.²⁰ Table 3.1 provides information on the characteristics and demographics of traffic stops throughout the state. Statewide, 83.1% of the individuals stopped were White, 7.3% were Black, 7.2% were Hispanic, 1.9% were Asian, 0.1% were Native American and 0.3% were from other racial groups.²¹ Males made up the greatest proportion of motorists stopped: 67.8% of the drivers stopped were male compared to only 32.3% who were female. Drivers between the ages of 22 and 30 made up the largest number of stops statewide (31.1%) followed by the motorists between the ages of 31 and 40 (22.8%). A substantial number of the motorists stopped in Rhode Island were driving alone. During the study, 63.1% of the vehicles stopped were occupied by the driver only, 23.9% had one additional passenger and 13% had more than one additional passenger.

In Rhode Island traffic stops were fairly evenly distributed during the daytime hours. 38.6% of stops occurred between 8:00 a.m. and 4:00 p.m. and 39.2% of stops occurred between 4:00 p.m. and midnight. Slightly fewer stops, 22.2% occurred between midnight and 8:00 a.m., a time in most communities when many fewer drivers are on the roadways. These time categories roughly correspond to shift schedules for most police departments. Likewise, traffic stops occurred at fairly consistent rates throughout the year. 23.3% of traffic stops occurred during the winter,

²⁰ Missing data on certain variables on the traffic stop statistics cards would exclude the cases from analysis. Therefore, the total number of traffic stop statistics cards turned in to the Attorney General is typically higher than the actual number of traffic stop statistics cards that could be used in any particular analysis.

²¹ Although the category of Hispanic is often considered an ethnic category rather than a racial group, the label Hispanic was included as one of many racial categories on the traffic stop statistics data card following particular concerns that were raised by the Advisory Board.

27.3% in the spring, 24.3% in the summer and 25.1% in the fall. Statewide 76% of traffic stops occurred on a weekday and 24% occurred on weekend.

Table 3.1: General Information about Traffic Stops Statewide (N=445,593)

Driver Characteristics					
Driver Race		Driver Gender		Driver Age	
White	83.1%	Male	67.8%	21 & Under	16.5%
African American	7.3%	Female	32.2%	22 thru 30	31.1%
Native American	0.1%	Number of Passengers		31 thru 40	22.8%
Asian	1.9%			41 thru 50	16.8%
Hispanic	7.2%		Just Driver	51 & Over	12.8%
Other	0.3%		1 Passenger		
			2+ Passengers		
Characteristics of the Stop					
Time of Day		Season		Day of Week	
1st Shift (8a to 4p)	38.6%	Winter	23.3%	Weekday	76.0%
2 nd Shift (4p to 12a)	39.1%	Spring	27.3%	Weekend	24.0%
3rd Shift (12a to 8a)	22.2%	Summer	24.3%		
		Fall	25.1%		
Reason for Stop		Basis for Stop		Outcome of Stop	
Investigatory	5.3%	Speeding	48.6%	Citation	54.0%
Motor Vehicle Viol.	90.1%	Other Traffic Viol.	24.6%	Notice of Demand	4.9%
Assist	5.0%	Equipment Viol.	16.4%	Warning	33.1%
		Registration Viol.	4.5%	Arrest	4.5%
		Calls for Service/APB	1.2%	No Action	8.2%
		City Ordinance Viol.	0.9%		
		Special Detail	7.0%		
		Motorist Assist	5.0%	Stops with Search	7.9%
		Warrant	0.2%		

When completing the traffic stop data collection cards officers were instructed to indicate the reason for the stop. The three possible reasons for the stop included motor vehicle violations, investigation and to assist motorists. This variable measured the intention of the officer when making a traffic stop. For example if an officer had reason to believe that a vehicle's operator was engaged in criminal activity they may use a traffic stop as a pre-text to investigate the individual. Statewide in Rhode Island during the study period the vast majority of traffic stops (90.1%) were conducted for a motor vehicle violation. About an equal proportion of stops were made for investigatory reasons (5.3%) as motorist assists (5.0%).

Officers were required to check not only their reason for the traffic stop, as explained above, but to provide the legal authority for the stop. It is important to note that officers could check more than one legal basis for traffic stops if applicable. Statewide, the most common cited legal basis for traffic stops was speeding (48.6%) followed by other traffic violations (24.6%) and equipment violations (16.4%). A very small proportion of traffic stops statewide were made based on calls for service or “all points bulletins” (1.2%) and almost no stops were made for outstanding warrants. This is very important since in conversations with police officers during the course of this study, many officers suggested that stops resulting from “all points bulletins” and outstanding warrants may explain any disparities that are identified from the data. While this may be true in a few instances it appears from this analysis that these kind of traffic stops are so rare that they will not account for most of the disparities that are documented in this report.

Variation in Traffic Stop Activity Among Jurisdictions

Understandably, there is much variation in the types of traffic stop enforcement activities that are conducted by law enforcement agencies throughout the state. Some jurisdictions conduct targeted traffic stops to prevent accidents at dangerous intersections while others have more widespread traffic enforcement, in part as a source of revenue for their city. Conversely, some jurisdictions use vehicle stops as an investigatory tool to help reduce crime, and many communities conduct traffic stops for all these reasons combined. There are a number of reasons why enforcement patterns may differ among jurisdictions including the organizational goals of the department, community demands, and the characteristics of the roadways in their community. While such practices were informally understood, prior to the Traffic Stop Statistics Act little data existed about the traffic stop practices in most jurisdictions. The data on traffic stop activity provided in Table 3.2 offers community members and law enforcement an opportunity to examine differences in the general traffic enforcement activities in their jurisdiction compared to similar jurisdictions and statewide activity.

While motor vehicle violations were the primary reason for traffic stops statewide variation existed among jurisdictions in the reason given for the stop. For example, in Pawtucket and Richmond 99% of traffic stops were made for motor vehicle violations. In other jurisdictions a

significant number of traffic stops were made for investigatory purposes. In Providence, for example 21% of all traffic stops were designated as investigatory. The State Police made traffic stops to assist motorists at a rate much higher than the state average: 17% of all traffic stops made by the State Police were to assist motorists, compared to only 5% statewide.

As with the reason for the stop, there was great variation among individual jurisdictions in the legal basis that officers provided as the justification for traffic stops. For example, in Gloucester 87.8% of stops involved a speeding violation but only 9.2% of stops involved other traffic violations and only 4.3% of the stops involved an equipment violation. Conversely, in Central Falls only 9.9% of traffic stops involved speeding while 51.2% involved other traffic violations. Equipment violations constituted the third most common legal justification for stops statewide. Clearly some jurisdictions engage in more active equipment enforcement. East Providence and North Providence, for example, made 33.8% and 39.6% of their stops respectively on the basis of equipment violations. This information will allow departments for the first time to evaluate the reasons their officers are making traffic stops, compare their results to other similar jurisdictions, and make strategic decisions about whether this type of traffic enforcement is the appropriate type and level of enforcement for that community.

Vehicle stops were rarely made on the basis of a call for service or an “all points bulletin (APB).” Statewide only 1.2% of traffic stops involved a call for service or APB. Similarly traffic stops based on known warrants were very infrequent. Statewide, only 0.2% of traffic stops were made because the motorist was known to have a warrant. Even in cities that were more likely to engage in traffic stops as a function of crime control, such as Providence, only 3.9% of stops involved a call for service or APB and less than 1% of stops were due to outstanding warrants. As mentioned above, this finding calls into question some of the explanations for disparities that have been offered by law enforcement officials.

Statewide, 54% of the stops resulted in a citation being issued and 33% resulted in a warning. Great variation existed among jurisdictions in the proportion of drivers who were cited or warned. In Pawtucket, citations were issued in 97% of the traffic stops (the highest percentage in the state). Conversely, in Newport and Little Compton when drivers were stopped they were

rarely cited (7.9% and 11.5% of stops respectively resulted in a citation). This variation may reflect the influence of local community decisions and priorities in the enforcement of state traffic laws. While some communities believe in the use of citations as a way of increasing traffic safety, others may see warnings as a more effective way to achieve the same goal without presenting undue burdens on residents or visitors. Again this analysis of citation and warning rates is the first opportunity for law enforcement officials in Rhode Island to see how their level and type of traffic enforcement activities compare to other Rhode Island communities.

As in most other communities across the United States, searches and arrests are relatively rare events during routine traffic stops in Rhode Island. Statewide only 4.5% of the traffic stops resulted in an arrest and 7.9% of all traffic stops resulted in the driver, passenger or vehicle being searched. Again variation existed among jurisdictions in both arrest and search activity during traffic stops. Providence had the highest proportion of both stops that resulted in an arrest (15.9%) and stops that resulted in a search (26.6%). Conversely, South Kingstown had the lowest proportion of both stops that resulted in an arrest (1%) and stops that resulted in a search (1.3%).

Table 3.2: General Information on Stops		All RI State	All State Police	Barrington	Bristol	Burrillville	Central Falls	Charlestown	Coventry	Cranston	Cumberland	East Greenwich	East Providence	Foster
Number of Stops		445,444	95,079	2,954	9,154	3,649	5,083	3,867	6,497	8,939	9,602	2,890	21,922	1,380
Reason for Stop														
% Investigatory		5.2%	1.8%	4.3%	6.3%	7.2%	8.4%	2.9%	5.3%	10.6%	13.9%	3.0%	6.5%	2.5%
% Motor Vehicle Viol.		90.2%	81.6%	90.4%	93.6%	92.6%	91.0%	95.7%	94.0%	85.8%	79.4%	95.9%	93.2%	96.2%
% Assist		5.0%	17.0%	5.3%	0.2%	0.5%	0.7%	1.6%	1.0%	4.2%	7.2%	2.2%	0.9%	1.7%
Basis for Stop														
% Speeding		48.6%	57.9%	51.5%	37.0%	57.8%	9.9%	66.7%	47.5%	20.2%	27.2%	50.9%	30.2%	75.8%
% Other Traffic Viol.		24.6%	15.5%	19.6%	37.5%	24.1%	51.2%	14.6%	25.8%	46.4%	29.1%	16.5%	23.9%	7.8%
% Equipment Viol.		16.3%	11.1%	9.9%	16.4%	11.7%	18.7%	16.0%	21.1%	19.3%	26.8%	26.6%	33.8%	9.0%
% Registration Viol.		4.5%	2.7%	9.3%	4.8%	3.3%	6.8%	1.1%	3.0%	5.2%	6.1%	7.1%	12.0%	2.0%
% Calls for Service/APB		1.2%	0.5%	2.1%	2.0%	1.7%	0.9%	1.5%	1.5%	2.6%	3.7%	0.6%	2.4%	1.4%
% City Ordinance Viol.		0.9%	0.0%	1.0%	0.2%	0.7%	9.2%	0.2%	1.2%	0.6%	2.7%	0.2%	1.1%	0.4%
% Special Detail		7.0%	0.5%	1.8%	1.8%	12.2%	2.7%	0.6%	0.8%	4.2%	4.8%	0.7%	6.9%	3.4%
% Motorist Assist		5.0%	16.5%	5.1%	0.3%	0.9%	1.1%	1.5%	1.6%	4.3%	7.9%	2.2%	1.0%	1.3%
% Warrant		0.2%	0.1%	0.2%	0.4%	0.3%	0.3%	0.1%	0.3%	0.3%	0.6%	0.2%	0.8%	0.1%
Outcome of Stop														
% Citation		54.0%	65.5%	50.3%	39.9%	29.9%	62.4%	36.3%	28.5%	37.6%	16.0%	42.1%	45.4%	80.1%
% Notice of Demand		4.8%	1.8%	3.6%	7.5%	3.0%	6.2%	5.9%	15.9%	3.7%	5.8%	17.3%	18.0%	0.3%
% Warning		33.1%	16.1%	30.9%	49.7%	60.8%	27.5%	53.0%	55.9%	44.3%	61.0%	41.7%	34.6%	17.6%
% Arrest		4.5%	3.2%	2.3%	2.8%	3.4%	10.9%	3.5%	2.1%	4.0%	5.5%	7.4%	8.0%	4.6%
% No Action		8.2%	16.8%	14.7%	2.5%	5.7%	4.3%	3.7%	4.2%	13.4%	19.2%	4.2%	4.0%	1.5%
% Stops with Search		7.8%	5.4%	2.4%	11.0%	6.9%	19.4%	5.1%	6.4%	12.2%	8.4%	8.9%	15.5%	8.7%
Time of Day														
% 1st Shift (8a to 4p)		38.6%	48.3%	42.1%	29.3%	29.3%	40.1%	32.9%	29.3%	27.7%	28.5%	42.0%	32.3%	58.3%
% 2 nd Shift (4p to 12a)		39.2%	30.1%	37.0%	44.7%	53.2%	36.2%	40.0%	34.9%	45.4%	43.7%	34.0%	42.0%	29.6%
% 3rd Shift (12a to 8a)		22.2%	21.6%	20.9%	25.9%	17.5%	23.8%	27.1%	35.8%	26.9%	27.8%	24.0%	25.7%	12.1%

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Number of Stops		445,444	95,079	2,954	9,154	3,649	5,083	3,867	6,497	8,939	9,602	2,890	21,922	1,380
Driver Race														
% White		83.1%	79.7%	95.1%	95.5%	97.9%	42.4%	94.1%	96.4%	70.7%	84.8%	90.9%	78.4%	84.2%
% African American		7.3%	9.6%	1.8%	1.8%	0.4%	9.0%	3.1%	1.3%	11.2%	3.6%	3.4%	13.1%	5.3%
% Native American		0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.8%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%
% Asian		1.9%	2.9%	1.2%	1.0%	0.6%	0.6%	0.8%	0.6%	4.5%	1.3%	1.7%	1.3%	3.0%
% Hispanic		7.2%	7.3%	1.5%	1.4%	1.1%	47.7%	1.0%	1.6%	13.4%	9.9%	3.6%	6.7%	6.7%
% Other		0.3%	0.3%	0.4%	0.2%	0.0%	0.3%	0.2%	0.1%	0.3%	0.3%	0.3%	0.5%	0.6%
Driver Age														
% 21 & Under		16.5%	12.7%	24.3%	22.0%	27.4%	13.7%	20.1%	22.0%	21.8%	25.1%	17.5%	16.3%	12.8%
% 22 thru 30		31.1%	33.2%	19.8%	31.3%	25.0%	34.9%	32.5%	27.5%	34.6%	28.6%	28.5%	32.8%	28.5%
% 31 thru 40		22.8%	25.5%	20.5%	18.5%	19.8%	26.4%	19.8%	21.1%	20.4%	20.1%	22.9%	23.7%	26.8%
% 41 thru 50		16.8%	17.1%	18.5%	14.9%	16.3%	15.2%	15.6%	17.0%	14.2%	15.3%	17.8%	16.0%	19.8%
% 51 & Over		12.8%	11.5%	16.9%	13.4%	11.5%	9.8%	12.0%	12.3%	9.0%	10.9%	13.4%	11.2%	12.1%
Driver Gender														
% Male		67.8%	72.4%	61.9%	67.8%	62.8%	75.2%	66.4%	65.1%	75.1%	71.6%	61.8%	69.8%	72.7%
% Female		32.2%	27.6%	38.1%	32.2%	37.2%	24.8%	33.6%	34.9%	24.9%	28.4%	38.2%	30.2%	27.3%
Number of Passengers														
% Just Driver		63.1%	63.1%	66.9%	64.6%	59.0%	57.6%	59.5%	66.7%	53.2%	57.7%	67.6%	60.2%	63.6%
% 1 Passenger		23.9%	23.6%	21.9%	23.1%	26.0%	26.8%	25.6%	23.3%	27.9%	27.3%	21.4%	26.3%	25.1%
% 2+ Passengers		13.0%	13.4%	11.2%	12.4%	15.0%	15.5%	14.9%	10.0%	18.9%	15.0%	11.0%	13.6%	11.3%
Day of Week														
% Weekday		76.0%	73.4%	76.7%	74.1%	72.7%	77.6%	70.2%	73.0%	73.0%	74.9%	75.2%	75.8%	68.5%
% Weekend		24.0%	26.6%	23.3%	25.9%	27.3%	22.4%	29.8%	27.0%	27.0%	25.1%	24.8%	24.2%	31.5%
Season														
% Winter		23.3%	24.3%	28.8%	23.8%	18.5%	21.2%	24.7%	25.7%	26.3%	23.4%	21.4%	20.8%	24.7%
% Spring		27.3%	27.6%	28.6%	26.3%	32.0%	27.0%	28.1%	26.1%	29.7%	28.4%	27.1%	26.9%	25.0%
% Summer		24.3%	23.4%	23.7%	23.1%	25.5%	26.2%	28.1%	24.1%	19.1%	24.1%	25.1%	29.5%	23.5%
% Fall		25.1%	24.7%	18.9%	26.8%	23.9%	25.6%	19.1%	24.1%	24.8%	24.1%	26.4%	22.8%	26.8%

Table 3.2: General Information on Stops		Glocester	Hopkinton	Jamestown	Johnston	Lincoln	Little Compton	Middletown	Narragansett	New Shoreham	Newport	North Kingstown	North Providence	North Smithfield
Number of Stops		5,949	4,588	735	12,754	8,050	3,825	5,311	5,800	780	22,004	8,675	10,798	6,408
Reason for Stop														
% Investigatory		1.5%	3.1%	9.4%	2.2%	16.7%	4.2%	2.8%	5.4%	3.6%	3.1%	3.9%	9.9%	6.4%
% Motor Vehicle Viol.		97.7%	96.0%	76.0%	97.6%	82.8%	94.2%	95.6%	93.9%	95.4%	95.0%	91.4%	90.4%	87.3%
% Assist		1.0%	1.3%	14.9%	0.5%	0.8%	1.7%	1.8%	1.2%	1.2%	2.2%	5.0%	0.4%	6.4%
Basis for Stop														
% Speeding		87.8%	67.2%	49.3%	69.2%	27.0%	46.2%	47.7%	57.0%	35.0%	28.5%	55.1%	18.2%	34.1%
% Other Traffic Viol.		9.2%	9.2%	23.2%	18.2%	28.4%	21.2%	31.2%	23.5%	32.9%	50.2%	25.6%	33.5%	19.1%
% Equipment Viol.		4.3%	21.9%	8.2%	10.8%	33.7%	26.9%	10.2%	13.2%	21.2%	16.6%	11.8%	39.6%	32.9%
% Registration Viol.		0.9%	1.1%	1.6%	2.2%	5.8%	2.9%	7.9%	5.7%	5.6%	1.7%	2.2%	7.1%	5.1%
% Calls for Service/APB		0.3%	0.8%	1.9%	0.5%	0.6%	1.7%	0.6%	0.8%	1.0%	0.9%	1.4%	1.0%	2.1%
% City Ordinance Viol.		0.1%	0.5%	1.4%	0.5%	2.6%	1.0%	0.2%	0.1%	4.1%	0.4%	0.3%	0.8%	0.3%
% Special Detail		0.5%	0.9%	0.5%	3.8%	3.4%	0.4%	4.2%	0.5%	0.1%	0.9%	0.5%	3.1%	0.7%
% Motorist Assist		1.1%	1.4%	14.7%	0.6%	1.4%	2.0%	1.8%	1.1%	0.6%	2.1%	5.0%	0.4%	6.6%
% Warrant		0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.3%	0.0%	0.1%	0.1%	0.3%	0.0%
Outcome of Stop														
% Citation		65.8%	42.7%	19.8%	87.9%	28.1%	11.5%	49.6%	45.2%	23.3%	7.9%	68.0%	44.4%	33.3%
% Notice of Demand		1.3%	11.3%	0.5%	0.6%	2.9%	0.7%	6.0%	3.2%	10.9%	6.2%	2.3%	8.6%	10.8%
% Warning		29.4%	43.8%	59.0%	9.9%	62.4%	83.2%	41.0%	47.9%	60.3%	82.6%	22.9%	45.4%	46.9%
% Arrest		4.1%	4.0%	3.6%	2.5%	6.2%	3.8%	5.2%	5.8%	3.0%	2.7%	3.6%	6.1%	4.4%
% No Action		3.9%	2.7%	20.1%	1.7%	6.3%	4.5%	2.7%	3.2%	5.6%	4.0%	6.9%	3.1%	9.1%
% Stops with Search		4.4%	7.4%	4.9%	4.1%	7.2%	6.0%	8.8%	7.8%	5.4%	5.4%	7.2%	10.1%	7.5%
Time of Day														
% 1st Shift (8a to 4p)		36.5%	23.4%	23.6%	53.3%	16.1%	30.0%	34.1%	23.0%	46.4%	28.3%	28.1%	28.1%	28.3%
% 2nd Shift (4p to 12a)		41.1%	49.4%	57.9%	44.2%	51.0%	56.6%	44.9%	46.7%	39.0%	47.6%	42.6%	50.2%	47.2%
% 3rd Shift (12a to 8a)		22.4%	27.2%	18.5%	2.5%	33.0%	13.4%	21.0%	30.3%	14.5%	24.1%	29.4%	21.7%	24.5%

Table 3.2: General Information on Stops		Glocester	Hopkinton	Jamestown	Johnston	Lincoln	Little Compton	Middletown	Narragansett	New Shoreham	Newport	North Kingstown	North Providence	North Smithfield
Number of Stops		5,949	4,588	735	12,754	8,050	3,825	5,311	5,800	780	22,004	8,675	10,798	6,408
Driver Race														
% White		96.0%	93.4%	93.6%	87.5%	76.8%	96.9%	87.6%	92.0%	94.0%	87.2%	91.1%	74.2%	85.3%
% African American		1.4%	2.9%	2.5%	3.3%	6.2%	1.2%	7.1%	4.1%	0.6%	7.9%	4.1%	13.2%	5.3%
% Native American		0.1%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%
% Asian		0.9%	1.2%	1.1%	1.7%	2.3%	0.9%	1.9%	1.2%	0.6%	1.6%	1.3%	1.4%	2.4%
% Hispanic		1.5%	1.9%	1.5%	7.3%	14.2%	0.9%	2.8%	2.3%	4.5%	3.0%	2.7%	10.8%	6.7%
% Other		0.2%	0.2%	1.4%	0.2%	0.4%	0.0%	0.6%	0.3%	0.1%	0.3%	0.6%	0.4%	0.3%
Driver Age														
% 21 & Under		23.0%	18.9%	16.9%	11.7%	22.7%	20.7%	14.9%	25.1%	17.0%	12.0%	18.3%	19.1%	21.3%
% 22 thru 30		27.0%	27.9%	23.4%	23.9%	33.8%	27.7%	29.9%	43.3%	28.9%	30.8%	27.5%	35.0%	31.7%
% 31 thru 40		22.0%	23.2%	19.1%	23.5%	22.1%	19.1%	23.8%	13.4%	19.9%	21.5%	20.5%	22.6%	21.7%
% 41 thru 50		18.7%	17.4%	19.9%	20.3%	13.7%	16.6%	18.1%	10.1%	18.9%	17.4%	18.4%	15.0%	15.3%
% 51 & Over		9.3%	12.6%	20.6%	20.5%	7.7%	16.0%	13.3%	8.2%	15.3%	18.3%	15.2%	8.3%	10.0%
Driver Gender														
% Male		64.8%	63.8%	62.2%	61.0%	76.1%	71.2%	63.4%	65.3%	72.6%	63.6%	65.0%	75.5%	71.3%
% Female		35.2%	36.2%	37.8%	39.0%	23.9%	28.8%	36.6%	34.7%	27.4%	36.4%	35.0%	24.5%	28.7%
Number of Passengers														
% Just Driver		69.0%	65.4%	65.2%	72.4%	53.0%	57.7%	65.8%	57.9%	45.0%	60.1%	69.3%	55.9%	62.9%
% 1 Passenger		21.0%	23.9%	22.2%	19.7%	28.6%	27.7%	22.3%	26.7%	29.8%	26.0%	21.1%	28.3%	23.5%
% 2+ Passengers		10.0%	10.7%	12.6%	7.8%	18.5%	14.6%	12.0%	15.4%	25.2%	14.0%	9.7%	15.9%	13.7%
Day of Week														
% Weekday		72.6%	73.6%	64.6%	84.6%	73.0%	67.8%	73.6%	74.0%	64.7%	72.0%	75.7%	78.3%	73.6%
% Weekend		27.4%	26.4%	35.4%	15.4%	27.0%	32.2%	26.4%	26.0%	35.3%	28.0%	24.3%	21.7%	26.4%
Season														
% Winter		22.0%	25.3%	29.5%	11.7%	27.1%	18.2%	17.3%	20.5%	2.9%	21.7%	21.8%	20.9%	21.9%
% Spring		26.9%	28.4%	26.3%	31.0%	29.9%	22.7%	29.1%	22.0%	13.1%	25.6%	28.1%	31.6%	29.9%
% Summer		24.7%	28.5%	27.5%	24.2%	21.2%	31.2%	27.3%	24.7%	78.9%	26.4%	25.6%	24.7%	27.2%
% Fall		26.4%	17.9%	16.7%	33.2%	21.7%	27.9%	26.2%	32.8%	5.1%	26.3%	24.5%	22.8%	21.0%

Table 3.2: General Information on Stops		Pawtucket	Portsmouth	Providence	Richmond	Scituate	Smithfield	South Kingstown	SP - Chepachet	SP - Hope Valley	SP - Lincoln Woods	SP - Portsmouth	SP - Wickford	Tiverton
Number of Stops		34,132	10,802	16,596	2,010	3,326	10,377	29,718	16,627	21,873	25,421	11,608	18,032	7,055
Reason for Stop														
% Investigatory		1.3%	2.9%	20.9%	1.1%	2.6%	4.0%	1.5%	1.3%	1.9%	2.2%	1.3%	1.6%	6.7%
% Motor Vehicle Viol.		98.9%	92.6%	78.2%	99.0%	97.1%	94.1%	98.3%	85.1%	82.3%	75.5%	88.5%	81.9%	91.4%
% Assist		0.1%	4.7%	1.8%	0.1%	0.5%	2.3%	0.3%	13.9%	16.2%	22.7%	10.3%	16.9%	2.1%
Basis for Stop														
% Speeding		69.7%	67.9%	8.7%	78.6%	76.0%	46.9%	77.5%	61.9%	64.6%	48.6%	61.3%	57.4%	47.5%
% Other Traffic Viol.		18.5%	18.2%	54.6%	10.7%	9.6%	19.1%	12.8%	16.3%	11.9%	18.9%	14.5%	14.7%	19.8%
% Equipment Viol.		4.8%	7.9%	14.3%	8.6%	11.5%	23.6%	6.8%	8.2%	10.4%	9.9%	15.2%	13.3%	25.4%
% Registration Viol.		0.5%	3.6%	7.6%	2.8%	3.2%	9.5%	2.8%	3.8%	1.9%	3.8%	1.8%	1.9%	2.5%
% Calls for Service/APB		0.1%	0.8%	3.9%	0.2%	0.9%	2.9%	0.3%	0.3%	0.6%	0.5%	0.2%	0.6%	1.7%
% City Ordinance Viol.		1.4%	0.5%	6.2%	0.0%	0.4%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.6%
% Special Detail		61.6%	0.3%	5.2%	0.2%	0.6%	2.3%	0.2%	0.8%	0.5%	0.6%	0.3%	0.3%	1.8%
% Motorist Assist		0.1%	4.8%	1.9%	0.0%	0.5%	1.8%	0.4%	13.3%	15.8%	22.3%	10.3%	16.2%	3.0%
% Warrant		0.1%	0.1%	0.8%	0.0%	0.2%	0.2%	0.1%	0.1%	0.2%	0.2%	0.1%	0.1%	0.2%
Outcome of Stop														
% Citation		97.0%	58.9%	53.7%	86.0%	68.1%	65.6%	49.0%	77.8%	67.5%	62.0%	55.5%	63.5%	22.9%
% Notice of Demand		0.2%	3.4%	2.0%	4.0%	1.0%	1.0%	0.6%	0.3%	1.2%	1.2%	3.4%	3.4%	7.8%
% Warning		2.2%	27.3%	27.4%	9.9%	18.1%	32.1%	48.2%	8.5%	16.0%	14.0%	31.2%	16.0%	43.5%
% Arrest		1.2%	4.3%	15.9%	3.9%	6.0%	8.6%	1.0%	3.9%	2.5%	4.4%	2.5%	2.4%	2.2%
% No Action		0.7%	10.7%	12.7%	0.4%	12.2%	2.4%	2.3%	13.3%	15.6%	22.5%	10.5%	17.5%	26.7%
% Stops with Search														
		2.0%	8.8%	26.5%	6.9%	8.6%	9.1%	1.3%	4.1%	7.1%	6.4%	4.5%	3.6%	4.2%
Time of Day														
% 1st Shift (8a to 4p)		55.5%	38.3%	29.4%	31.2%	41.9%	33.9%	49.1%	59.2%	45.6%	47.7%	39.4%	48.2%	42.6%
% 2nd Shift (4p to 12a)		34.7%	35.6%	47.4%	66.0%	46.7%	38.0%	36.1%	22.2%	29.7%	30.7%	39.4%	31.1%	34.0%
% 3rd Shift (12a to 8a)		9.8%	26.1%	23.2%	2.8%	11.4%	28.1%	14.8%	18.7%	24.7%	21.6%	21.2%	20.8%	23.4%

Table 3.2: General Information on Stops		Pawtucket	Portsmouth	Providence	Richmond	Scituate	Smithfield	South Kingstown	SP - Chepachet	SP - Hope Valley	SP - Lincoln Woods	SP - Portsmouth	SP - Wickford	Tiverton
Number of Stops		34,132	10,802	16,596	2,010	3,326	10,377	29,718	16,627	21,873	25,421	11,608	18,032	7,055
Driver Race														
% White		77.2%	91.7%	43.7%	92.6%	92.6%	89.6%	93.0%	86.5%	74.1%	73.0%	87.7%	84.7%	97.4%
% African American		7.9%	4.6%	25.4%	3.2%	2.8%	3.9%	3.4%	6.0%	11.7%	12.8%	7.8%	7.3%	1.4%
% Native American		0.0%	0.0%	0.4%	0.8%	0.0%	0.0%	0.2%	0.0%	0.2%	0.1%	0.1%	0.2%	0.0%
% Asian		1.5%	1.5%	2.7%	1.4%	1.1%	1.7%	1.5%	1.6%	5.5%	2.5%	1.2%	2.7%	0.5%
% Hispanic		13.0%	2.1%	27.1%	1.8%	3.4%	4.3%	1.4%	5.7%	8.1%	11.3%	3.0%	4.7%	0.6%
% Other		0.3%	0.1%	0.6%	0.1%	0.1%	0.5%	0.4%	0.2%	0.4%	0.2%	0.3%	0.3%	0.1%
Driver Age														
% 21 & Under		8.5%	15.7%	19.2%	24.9%	19.7%	21.5%	15.8%	13.3%	12.0%	11.7%	13.0%	14.4%	21.2%
% 22 thru 30		27.1%	30.1%	39.0%	28.5%	27.1%	32.3%	28.6%	32.4%	32.9%	34.2%	32.1%	33.5%	25.3%
% 31 thru 40		26.4%	23.1%	21.4%	18.9%	22.7%	21.8%	20.2%	24.8%	25.5%	26.7%	25.7%	24.3%	20.8%
% 41 thru 50		20.3%	17.5%	13.1%	17.0%	17.4%	15.5%	17.9%	16.9%	17.7%	16.9%	17.6%	16.5%	16.7%
% 51 & Over		17.6%	13.6%	7.4%	10.7%	13.1%	8.9%	17.5%	12.6%	11.9%	10.5%	11.6%	11.3%	16.0%
Driver Gender														
% Male		57.6%	64.8%	80.2%	68.0%	71.0%	71.3%	57.6%	71.1%	74.8%	73.2%	71.2%	70.0%	62.3%
% Female		42.4%	35.2%	19.8%	32.0%	29.0%	28.7%	42.4%	28.9%	25.2%	26.8%	28.8%	30.0%	37.7%
Number of Passengers														
% Just Driver		71.9%	64.3%	48.3%	62.1%	71.5%	67.4%	68.1%	71.2%	53.3%	65.8%	61.7%	65.0%	67.4%
% 1 Passenger		19.4%	22.8%	30.4%	24.9%	19.4%	21.9%	21.2%	19.9%	28.4%	21.7%	25.1%	22.5%	21.5%
% 2+ Passengers		8.7%	13.0%	21.4%	12.9%	9.1%	10.7%	10.8%	8.8%	18.3%	12.5%	13.2%	12.6%	11.0%
Day of Week														
% Weekday		88.4%	70.8%	79.2%	67.1%	78.2%	74.8%	79.8%	75.5%	72.5%	74.2%	70.1%	73.8%	74.6%
% Weekend		11.6%	29.2%	20.8%	32.9%	21.8%	25.2%	20.2%	24.5%	27.5%	25.8%	29.9%	26.2%	25.4%
Season														
% Winter		23.4%	22.3%	27.2%	21.6%	23.7%	24.1%	27.8%	22.4%	24.7%	23.1%	26.2%	25.3%	23.1%
% Spring		29.3%	26.6%	17.8%	29.0%	32.2%	29.0%	22.5%	29.6%	26.6%	27.7%	26.1%	28.1%	28.2%
% Summer		21.7%	24.4%	18.3%	28.1%	22.2%	23.2%	24.9%	24.1%	22.4%	23.4%	23.5%	23.8%	21.7%
% Fall		25.6%	26.6%	36.7%	21.2%	21.9%	23.7%	24.7%	23.8%	26.2%	25.8%	24.1%	22.9%	26.9%

Table 3.2: General Information on Stops		URI	Warren	Warwick	West Greenwich	West Warwick	Westerly	Woonsocket
Number of Stops		1,351	6,328	29,938	3,299	7,175	8,195	8,390
Reason for Stop								
% Investigatory		2.9%	16.8%	4.8%	1.7%	8.4%	8.4%	15.1%
% Motor Vehicle Viol.		95.2%	78.5%	94.4%	98.0%	91.0%	91.6%	83.6%
% Assist		1.9%	4.8%	1.2%	0.5%	1.1%	0.7%	1.7%
Basis for Stop								
% Speeding		44.6%	36.3%	37.1%	69.8%	26.5%	40.6%	22.8%
% Other Traffic Viol.		48.0%	28.4%	32.9%	14.1%	29.3%	25.4%	33.4%
% Equipment Viol.		3.8%	10.6%	22.5%	10.0%	29.6%	26.9%	21.3%
% Registration Viol.		1.1%	9.2%	4.6%	5.6%	14.1%	7.3%	10.0%
% Calls for Service/APB		0.4%	3.3%	1.4%	0.5%	1.3%	1.2%	3.8%
% City Ordinance Viol.		0.7%	0.6%	0.7%	0.2%	0.4%	0.3%	4.0%
% Special Detail		0.5%	6.6%	5.1%	0.1%	10.2%	1.0%	6.2%
% Motorist Assist		1.6%	4.6%	1.4%	0.5%	1.0%	0.5%	2.7%
% Warrant		0.0%	1.0%	0.2%	0.0%	0.2%	0.3%	1.0%
Outcome of Stop								
% Citation		54.8%	27.2%	59.5%	53.2%	51.5%	46.0%	45.7%
% Notice of Demand		1.9%	4.2%	13.8%	3.4%	4.3%	7.9%	2.1%
% Warning		36.9%	52.7%	22.5%	43.8%	37.9%	41.6%	37.5%
% Arrest		1.8%	2.9%	3.6%	4.5%	9.0%	6.9%	12.8%
% No Action		6.8%	14.7%	5.1%	0.9%	5.4%	4.4%	11.8%
% Stops with Search		3.3%	8.0%	9.3%	5.6%	8.8%	11.9%	19.1%
Time of Day								
% 1st Shift (8a to 4p)		3.2%	22.8%	29.5%	30.4%	47.2%	33.6%	35.4%
% 2nd Shift (4p to 12a)		86.1%	48.5%	35.7%	50.1%	34.1%	30.7%	50.9%
% 3rd Shift (12a to 8a)		10.7%	28.6%	34.8%	19.5%	18.7%	35.7%	13.7%

Table 3.2: General Information on Stops	URI	Warren	Warwick	West Greenwich	West Warwick	Westerly	Woonsocket
Number of Stops	1,351	6,328	29,938	3,299	7,175	8,195	8,390
Driver Race							
% White	82.2%	93.5%	88.6%	94.7%	90.5%	92.5%	69.6%
% African American	8.7%	3.2%	4.7%	1.6%	3.6%	3.6%	11.3%
% Native American	0.0%	0.0%	0.0%	0.1%	0.0%	0.5%	0.0%
% Asian	4.3%	1.0%	1.8%	1.4%	1.3%	1.4%	4.6%
% Hispanic	3.7%	2.1%	4.5%	1.9%	4.3%	1.8%	14.1%
% Other	1.0%	0.2%	0.3%	0.3%	0.2%	0.2%	0.3%
Driver Age							
% 21 & Under	41.1%	19.7%	17.8%	21.4%	16.9%	19.6%	19.0%
% 22 thru 30	36.8%	32.9%	30.6%	24.3%	35.9%	30.5%	32.9%
% 31 thru 40	7.6%	19.0%	21.9%	23.1%	23.4%	22.9%	23.8%
% 41 thru 50	7.5%	16.6%	16.7%	19.2%	14.2%	17.0%	14.7%
% 51 & Over	6.9%	11.9%	13.0%	12.1%	9.6%	10.0%	9.5%
Driver Gender							
% Male	61.3%	70.1%	66.4%	64.8%	67.8%	69.0%	71.9%
% Female	38.7%	29.9%	33.6%	35.2%	32.2%	31.0%	28.1%
Number of Passengers							
% Just Driver	57.5%	64.9%	64.4%	65.0%	62.7%	61.0%	54.2%
% 1 Passenger	23.9%	22.8%	23.2%	23.6%	24.4%	25.9%	28.3%
% 2+ Passengers	18.6%	12.3%	12.4%	11.3%	12.9%	13.1%	17.4%
Day of Week							
% Weekday	59.5%	73.6%	77.3%	74.5%	81.8%	69.2%	75.2%
% Weekend	40.5%	26.4%	22.7%	25.5%	18.2%	30.8%	24.8%
Season							
% Winter	20.1%	24.4%	22.8%	20.5%	28.2%	23.3%	23.8%
% Spring	28.1%	30.1%	27.0%	28.9%	28.4%	30.2%	30.1%
% Summer	23.1%	22.2%	25.7%	25.6%	23.1%	25.4%	23.4%
% Fall	28.6%	23.3%	24.5%	24.9%	20.4%	21.0%	22.7%

Section 4

Methodology for Determining Racial Disparities in Traffic Stops

Construction of an appropriate benchmark against which to compare traffic stops is quite challenging. Because research on racial disparities in traffic stops is relatively new, little consensus exists about the most statistically sound population against which to compare traffic stops. By themselves, the demographics of traffic stops are difficult to interpret. For example, if after collecting data, a particular city discovers that 65% of its traffic stops are of Black drivers, that number by itself does not reveal very much. Instead, agencies would want to know the proportion of traffic stops compared to an appropriate benchmark or base rate of those eligible to be stopped in that community.

To determine if racial disparities exist in traffic stops it is critical to first develop an estimate of the demographics of populations who are at risk for being stopped on roads that are patrolled by the law enforcement agency in question. There are several alternatives for benchmarks that researchers have employed to determine racial disparities in traffic stops. Stop demographics have been compared to the percentage of individuals living in a jurisdiction, the percentage of individuals driving on the roadway, or some other indicator of illegal or dangerous behavior such as the percentage of persons speeding which would subject an individual to a traffic stop. Unfortunately, there is no clear standard about what comparative population is most appropriate for this type of analysis. As the Police Executive Research Forum recently noted the creation of an accurate benchmark is at best a very challenging endeavor.²²

Traditional Comparative Benchmark Models

Some studies of racial profiling have sought to use residential population data, broken down by race, to estimate the racial percentages of persons using the jurisdiction's roads.²³ Census data alone is an inappropriate or at best limited measurement tool for some agencies because they experience some volume of traffic from drivers who do not reside in the local jurisdiction.

²² PERF 2001, Supra Note 14.

²³ William Landsdowne (2000). *San Jose Vehicle Stop Demographic Study*. San Jose, CA: San Jose Police Department; Gary Cordner, Brian Williams, and Maria Zuniga (2000). *Vehicle Stop Study: Final Report*. San Diego, CA: San Diego Police Department; Stephen Cox, Susan Pease, Daniel Miller, and C. Benjamin Tyson (2001) *Interim Report of Traffic Stops Statistics for the State of Connecticut*. Rocky Hill, CT: Division of Criminal Justice; Texas Department of Public Safety (2000). *Traffic Stop Data Report*. http://www.txdps.state.tx.us/director_staff/public_information/trafrep2q00.pdf.

Researchers have found that the demographics of individuals who are observed driving in specific locations often differed from the census population of the areas where the observed intersections were located.²⁴ In response to this challenge, some analysts have utilized demographic information from licensed drivers living in an area. However, data on licensed drivers may still be an inaccurate measure of who is driving on the roadway because individuals with driver's licenses may not drive at equal rates. Other analysts have compared traffic stop demographics to the existing demographic information from traffic accident data.²⁵ Unfortunately, accurate race information from traffic accident reports is rare in most jurisdictions, and was not available for all jurisdictions in Rhode Island. Even when available, however, traffic accident demographics still may not be an accurate estimation of who is actually driving on the roadways. Individuals may disproportionately drive in ways that puts them in danger of accidents or travel in areas where traffic accidents are more frequent.

To address the limitations of existing benchmark data sources some analysts have constructed rolling or stationary road observations²⁶ and video observations of drivers²⁷ to determine the racial makeup of individuals, and in some instances violators, on interstate roadways. These techniques involve the placement of trained observers on the roadways or at intersections to systematically assess the racial demographics of drivers on the roadways at particular times. While observational methodologies are becoming a more acceptable method of assessing driving populations, they are both costly and time consuming, particularly for studies involving multiple agencies such as the current study in Rhode Island. Noting both the limitations of existing residential population data and the challenges of constructing accurate road survey data across

²⁴ Howard Greenwald (2001). Vehicle Stop Data Collection Report: Sacramento California 2000-2001; John Lamberth, presentation at Northeastern University 2003.

²⁵ Washington State Patrol and Criminal Justice Training Commission (2001) Report to the Legislature on Routine Traffic Stop Data, January; Cordner, Gary, Brian Williams, and Maria Zuniga (20001). *Vehicle Stop Study: Final Report*. San Diego, CA: San Diego Police Department.; Alpert and Smith, (2003) presentation at Northeastern University.

²⁶ John Lamberth (1996). "Revised Statistical Analysis of the Incidence of Police Stops and Arrests of Black Drivers/Travelers on the New Jersey Turnpike Between Exits or Interchanges 1 and 3 From Years 1988 Through 1991" Plaintiff's expert's report in *State of New Jersey v. Pedro Soto* (734 A. 2d 350) (NJ Super. Ct. Law Div.); Matthew Zingraff, Matthew, William Smith, and Donald Tomaskovic-Devey. "North Carolina Highway Traffic and Patrol Study: "Driving While Black." *The Criminologist*, 25: 1-3; John Lamberth (2003) *Racial Profiling Study and Services: A Multijurisdictional Assessment of Traffic Enforcement and Data Collection in Kansas*. Police Foundation, Washington D.C.

²⁷ James Lange, Kenneth Blackman, and Mark Johnson (2002) *Speed Violation Survey of the New Jersey Turnpike: Final Report*, Submitted to the Office of the Attorney General, New Jersey, December 13, 2001.

Rhode Island we constructed a refined estimate of the driving population that may better represent the demographic makeup of the roadways for each Rhode Island jurisdiction.

The Rhode Island Driving Population Estimate – Measuring Municipal Driving Populations

Residential population data was an inappropriate measure of driving populations for many Rhode Island communities because their driving population was believed to be demographically different than their residential population. A number of factors might explain the existence of such differences. First, racial groups within a city may own vehicles and drive at different rates. Second, racial groups within a city may drive at different times of day which make them more likely to be stopped by the police. Finally, and potentially most important, people from surrounding cities with different demographic populations likely populate the roadways of a city. Understanding these problems, we created a driving population estimate based on the idea that the demographics of a target city may be better understood by weighting the population of the target city by its surrounding cities whose drivers may drive in or through the city in question. The following section briefly discusses the assumptions of the driving population estimate and explains how the estimate was created.

Research in the field of transportation planning provides rich information about the influence of city characteristics on driving behavior. Transportation planners have created models to better estimate traffic flow in and out of communities in order to forecast the effect of traffic on road construction, maintenance and safety. Although transportation studies have not traditionally focused on the racial demographics of traffic patterns, we have used this literature as a starting point for understanding how populations of surrounding communities may influence the driving demographics in Rhode Island cities and towns.

The driving population estimate (DPE) begins with the assumption that the relative attraction to a city is inversely proportional to some function of spatial separation.²⁸ That is, cities that are further in both distance and travel time from a target city contribute fewer people to the driving

²⁸ J.D. Carroll (1955). Spatial Interactions and the Urban-Metropolitan Description Traffic Quarterly, April, PP. 149-161.

population of the target city. Other factors besides distance, however, influence travel. Research on transportation has long shown that the economic draw of a city can mediate the effect of spatial separation. People will overcome the barrier of distance if attractive features such as shopping, employment or entertainment exist in the target city. For example, the DPE model assumes that if distances were equal a driver is more likely to go to a city with some economic draw (e.g.: shopping, employment, entertainment) than a city without such draws. Fundamentally, the DPE seeks to measure the factors that both *push* drivers out of surrounding communities and *draw* drivers into target cities from surrounding communities.

Determining Push

The first step in creating the DPE is estimating the degree to which surrounding cities contribute to the driving population of the target city. To create the pool of contributing cities for each target city in Rhode Island we began with the assumption that driving population of a jurisdiction is primarily influenced by communities that fall within a 30 mile perimeter.²⁹ People outside this perimeter likely have little effect on the driving population of the target city. For each of the 38 municipalities collecting traffic stop data in Rhode Island we identified all cities that fell within 30 miles from each target city, including cities from Massachusetts and Connecticut where appropriate.

Once we determined a pool of “contributing cities” for each Rhode Island jurisdiction, we calculated the total population of each contributing city and the racial breakdown of that population based on the 2000 census data.³⁰ Once we calculated the total population and demographic breakdown of each contributing city we determined how many people were eligible to be “pushed” from the cities. The factors that we used to measure “push” were 1) The percentage of people within the community who own cars, making them eligible to drive out of the city; 2) The percentage of people who drive more than 10 miles to commute to work based

²⁹ Anderson, James E., (1979). "A Theoretical Foundation for the Gravity Equation," American Economic Review, 69:106-116; Mikkonen-K.; Luoma-M. (1999). The parameters of the gravity model are changing - how and why? Journal-of-Transport-Geography, 7(4): 277-283.

³⁰ It is important to note that for purposes of this analysis we make the assumption that people from different racial groups travel to surrounding communities based on the same set of draws. Many logical reasons to believe that groups may not be drawn into surrounding communities at equal rates, however, there is little solid existing data on racial differences in driving behavior upon which to base such calculations.

on the 2000 Journey To Work data provided by the 2000 United States Census Data; and 3) The travel time (in minutes) between the contributing city and the target city. These three factors were used in the following formula to determine how many people were “pushed” out of each contributing community toward our target city:

Table 4.1: Push Calculation

$$\frac{(\text{Contributing City Population}) (\text{Percent Vehicle Owners}) (\text{Percent Drive More Than 10 Miles to Work})}{\text{Distance in Minutes from Target City}}$$

The above formula determined the number of people that would contribute to the driving population of the target city from each contributing city. The main point of this exercise was to determine the relative pulls from each contributing city. We were not as concerned with the actual number of people being drawn into the target city, but rather the relative relationship between different cities who contribute to the driving population in the target city.

Once we determined how many people each city was contributing to the driving population of our modified city we then divided each contributing population by the original race breakdowns for each city according to the 2000 US Census. For example, if City A was contributing 1000 people to the driving population of the target city and City A’s racial breakdown was 70% white, 20% Black, and 10% Hispanic, City A would contribute 700 White drivers, 200 Black drivers and 100 Hispanic drivers. For each racial group we summed the contributing racial group populations.

For example:

$$\text{CityA white} + \text{CityB white} + \text{CityC white} \dots = \text{Total Contributing Whites}$$

At the end of this exercise we had a pool of drivers from each racial group for each target city that made up the transient driving population for that city. The next step was to determine what proportion of the target city’s population was residential and what proportion was transient.

Determining Draw

People travel to or pass through cities to shop, to go out do dinner or see entertainment, to go to work, or to take care of other business. While there is are certainly reasons to travel to or through every city in Rhode Island certain cities exhibit relatively high degrees of draw compared to others. There can be innumerable factors that influence travel, but there are certain major economic and social indicators that can be measured using the same standard for every city. To determine the degree to which each city in Rhode Island “draws” in drivers from surrounding communities we created a measure of the relative economic and social attraction of each city.

Four indicators were used to construct measures of draw in each target city: 1) percent of State employment, 2) percent of State retail trade, 3) percent of State food and accommodation sales, and 4) percent of State average daily road volume. The average of these four measures was taken for each city to create a final ranking of the relative draw power for each city. Therefore, a city that was high on all four indicators would rank high as a draw city and a city that was low on all four indicators would rank as a relatively low draw city. Because all four indicators are averaged equally, no single indicator would determine the overall draw. For example, a city might make up a relatively low proportion of the state employment but have a high daily road volume because a major thoroughfare passes through the city (e.g.: Route 1, Route 6).

Based on these four estimates each city was given a draw ranking between 1 and 4. Cities that fell into the first category were high draw cities, meaning that the driving population was heavily influenced by transient populations from the contributing cities. Cities that fell into the fourth category were low draw cities where the residential population made up the majority of drivers in that community. Ratios of residential to contributing population were then assigned to each of the four city types. The transportation planning literature was again relevant to our determination of ratios for each city. This literature indicated that even in cities with heavy transient populations, resident drivers make up a large proportion of the driving population.³¹ That proportion may be increased as a function of the relative “draw” of the city. For example, if there is a grocery store in my hometown I will most likely chose to stay in my hometown to shop

³¹ Roger Creighton, (1970) Urban Transportation Planning. Chicago, IL: University of Illinois Press.

rather than drive to a neighboring community. Additionally, all drivers who live in a city must at some point populate the roadways of that city, even if their destination is outside of the original city. Therefore, we determined that even in our high draw cities transient driving populations from contributing cities would not constitute more than 50% of the total driving population. Based on this logic, the following four ratios were designed to measure the relative influence of residential versus contributing population.

Table 4.2: Draw Ratios

Draw Type	Ratio Calculation		Example Cities
	% Residential	% Contributing	
High	60%	40%	Providence, Warwick
Moderate High	70%	30%	Pawtucket, Newport
Moderate Low	80%	20%	Westerly, Johnston
Low	90%	10%	Gloicester, Foster

Once we determined the degree of draw for each target city we adjusted the population totals from the residential and the contributing city distributions to represent the appropriate ratio of residential to contributing city drivers in each racial category. These totals were combined resulting in the final racial demographics of driving population estimate.

A DPE was calculated for all jurisdictions in Rhode Island using the methodology described above. For many jurisdictions the racial demographics of the driving population estimate were quite different than the racial demographics of the resident population according to the 2000 United States Census Population figures. The results of the DPE calculations and their comparisons to census population figures are included in the appendix.

To test the accuracy of the DPE model we conducted stationary road survey samples in two communities to measure the actual racial demographics of the driving population. In both communities our modified estimate of the racial breakdown of the driving population closely matched the road demographics we obtained from our road survey. For an expanded discussion of the road survey observations and associated diagnostic tests see appended description. Finally, for the traffic stops made by the University of Rhode Island Police we used the student demographic population as the comparative measure.

Highway Road Survey Observations as a Benchmark for State Police Activity

The comparative population for traffic stops made by the Rhode Island State Police, particularly for patrol activity on interstate highways, is quite different than the type of population estimated for local municipalities. Unlike local jurisdictions, the driving population on interstate highways in Rhode Island was expected to differ dramatically from the residential population of the state. Both in-state and out-of-state drivers populate the interstate highway system in Rhode Island. Therefore, any effort to estimate the driving population of the interstate highways based on population demographics within Rhode Island would be problematic. To create a more accurate estimate of the driving population on the interstate highways in Rhode Island, the Northeastern University research team designed and piloted a rolling observation protocol to determine the racial demographics of the highway population. The rolling observation methodology for surveying highway demographics has become an increasingly important tool for measuring racial disparities in highway traffic stop contexts.

The rolling observation method was first used by Dr. John Lamberth and his research team to establish the racial composition of selected interstate roadways in Maryland and New Jersey.³² Dr. Lamberth's team also used the rolling road survey to assess what proportion of drivers were violating the posted traffic laws in Maryland and New Jersey. We have expanded Dr. Lamberth's rolling survey design to assess the demographics of interstate highway traffic in Rhode Island across various times, days and seasons of the year.

Rolling road survey observations were conducted on the interstate highway system in Rhode Island across an eighteen-month period. Approximately three surveys were taken each month. The observations were spaced out across weekday and weekend dates.³³ A total of 9,584 observations were taken across the eighteen-month period. While it is impossible to accurately capture the demographics of roadways at all times of day in all different possible locations, a

³² John Lamberth, (1996). "Revised Statistical Analysis of the Incidence of Police Stops and Arrests of Black Drivers/Travelers on the New Jersey Turnpike Between Exits or Interchanges 1 and 3 From Years 1988 Through 1991" Plaintiff's expert's report in *State of New Jersey v. Pedro Soto* (734 A. 2d 350) (NJ Super. Ct. Law Div.);

³³ During the year long project there are selected times were road surveys were only conducted once or twice a month due to heavy holiday travel or other extenuating circumstances that might change the demographics of the roadways.

staggered start and stop methodology was used to vary the possible times of day in which we surveyed particular locations.

Road surveys were conducted on both the North and South routes of I-95 in the state of Rhode Island. The team began survey work at the Massachusetts-Rhode Island border and continued surveying traffic until they reached the Rhode Island-Connecticut border. The survey vehicle traveled at roughly 60-65 miles per hour through most of the observation period.³⁴

In the piloting phase of the survey two observers took independent observations of the license, race, gender and occupants in order to test inter-rater reliability. The reliability of the independent observations was nearly identical for license information, gender and occupants, and about 95% for race. It is important that the most frequent source of inter-rate reliability was around the racial identification of Hispanic drivers.

The racial demographics of highway drivers ascertained from the eighteen-month rolling road survey were used as comparison population against which State Police stop demographics were compared.

³⁴ The posted speed limit on I-95 varies from 55 mph to 65 mph depending on location.

Section 5

Determining Racial Disparities in Traffic Stops

There are a number of challenges to evaluating the existence or prevalence of racial profiling. To date, no accepted “industry standard” exists for measuring racial profiling.³⁵ Although many racial profiling studies are primarily concerned with finding the most appropriate “benchmark” against which to compare traffic stop data, once a benchmark is agreed upon, uncertainty still exists about the meaning of any disparities found. Most studies of racial profiling must rely on fairly simplistic comparisons between the percentage of drivers stopped who are non-white and the percentage of drivers in the benchmark population who are non-white. It is often not possible to use more sophisticated statistical methodologies, such as those that predict probabilities of being stopped or multivariate methodologies, because traffic stop studies traditionally do not include information about both the individuals who could have been stopped but weren’t and those who were stopped.³⁶ Because the Rhode Island Traffic Stop Statistics Act mandated only collection of information on people who were stopped, similar to the vast majority of other traffic stop studies, we can only compare the demographics of those stops to the most appropriate comparative population. The biggest question facing racial profiling analysts is the extent to which a disparity becomes statistically meaningful.

How Much Difference is Too Much?

Various standards have been used to draw conclusions about racial profiling based on comparisons between the demographics of those stopped and the demographics of those in the comparative population. A recent report by the Office of Community Oriented Policing Services (COPS) suggests that “current research has failed to establish a consistent set of criteria to determine the nature and extent of racial profiling.”³⁷ As with other studies, in this study we face a problem of establishing a “bright line” above which the conclusion is that all departments

³⁵ For an expanded discussion of the current racial profiling analysis techniques see: *Racially Biased Policing : A Principled Response*. Police Executive Research Forum, 2001; McMahon, Garner, Davis and Kraus. *Office of Community Oriented Police Services. How to Correctly Collect and Analyze Racial Profiling Data: Your Reputation Depends on It!* 2003.

³⁶ It is possible to calculate a one-sided chi-square measure of the relationship between observed non-white stops and expected non-white stops. This measure was calculated for every jurisdiction however it is not reported in this report because such measurement techniques may be skewed by both the large traffic stop and driving population estimate sample sizes. Most importantly however, since we cannot predict the level of error in our stop population or our driving population estimate measure finding significant differences between observed and expected non-white populations may still be erroneous.

³⁷ McMahon, et al., 2003 pg. 39

are engaged in disparate stop practices that constitute racial profiling and below which all departments are not engaged in disparate stop practices.

In studies of disparity, regardless of topic area (education, policing, housing), it is generally inappropriate to conclude that any difference between the studied population and the comparative population automatically constitutes a meaningful disparity. For example, a difference between the percentage non-white in the study population and the percentage non-white in the comparative population greater than one does not automatically constitute a meaningful disparity. Such differences may be the result of real differences or may be a product of sampling or measurement error. Because of the indirect nature of measurement in the social sciences, errors that tend to occur when social variables are measured that are often greater than those observed when variables are measured in the physical sciences. Different studies rely on various thresholds above which they determine that observed differences are not solely attributable to error or chance. These thresholds differ dramatically depending on the type of sample used and the analytic methodology employed.

Studies of racial profiling nationwide have not established an acceptable threshold for differences between the demographics of drivers stopped and the demographics of the comparison population. Although some studies have used differences in percent of 3% or 5%³⁸ and others have relied on ratios of varying amounts³⁹ to determine disparity, these levels were often arrived at haphazardly and as a result the conclusions of such studies have largely been overlooked.⁴⁰ For example, a study on racial profiling in Sacramento suggested that differences between Black stop and Black resident populations that are less than 5% result in a finding of no racial profiling. Other studies attempt to use measures of statistical significance to determine whether differences occur by chance. For example, in St. Paul significance tests were employed to suggest that the percent of Hispanics in the resident population (6.27%) was statistically different from the percent of Hispanics in the stop population (6.71%).⁴¹

³⁸ Howard Greenwald, 2003. Sacramento Vehicle Stop Data Collection Report 2001-2002.

³⁹ 2000 Annual Report on Missouri Traffic Stops

⁴⁰ McMahon, Garner, Davis and Kraus. How to Correctly Collect and Analyze Racial Profiling Data: Your Reputation Depends on It! Office of Community Oriented Policing, 2003.

⁴¹ Report on Traffic Stop Data Collected by the Saint Paul Police Department, April 15 through December 15, 2000. Institute on Race and Poverty, University of Minnesota Law School, pg. 6.

Unfortunately, both measures described above are problematic. In the Sacramento study there is no indication of why a difference of 5% is any more meaningful than a difference of 4% or less meaningful than a difference of 6%⁴². Often measures such as 5% are picked because they are assumed to account for all potential sources of error that exist within a sample, however, since the amount of error in racial profiling studies is very difficult to determine, such designations may be inappropriate.

In the St. Paul study, using a measure of statistical significance overstates the magnitude of difference in percent that are observed. Statistical significance merely measures the probability that the observed differences are solely due to chance. Therefore, in St. Paul a significance level of .0003 indicates that there is a 0.03% chance (or 3 out of 10,000) that the difference between 6.27% and 6.71% is due to chance. While such significance tests help us assess if differences are due to chance, they tell us very little about how to interpret the meaning of such small differences in percent. Additionally, tests of significance are inappropriate in instances where large numbers of cases are compared because even small differences are likely to be statistically significant.

Understanding the limitations of establishing definitive measure of racial profiling, we instead seek to simply identify disparities between the racial demographics of stops and racial demographics of the driving population estimate for each jurisdiction. It is not possible to explain fully whether or not such disparities are justified or legitimate with the information that was made available through the traffic stop statistics data. It is important to remember that the existence of disparities may be attributable to officer bias, institutional bias, or differential law enforcement action in particular neighborhoods in response to crime control problems. How much disparity is acceptable to a community is fundamentally a question that should be addressed by stakeholders and policy makers in each jurisdiction. Our goal in this report is to identify jurisdictions with disparities that we are confident are not due to error or chance and

⁴² Sacramento study supra note 34. The authors of the Sacramento study argue that an a difference of 5% or greater is meaningful because the error in both the census population (comparative population) and the traffic stop population is supposed to be less than 5%.

provide some information that can help stakeholders in such communities identify the potential sources and explanations for disparities.

In all our analyses of disparity we utilize a comparison between white and non-white populations. While the non-white population group is comprised of multiple racial and ethnic groups (Black, Hispanic, Asian and Native American) the non-white measure was chosen to help clarify instances of disparity. Extensive diagnostic tests were conducted to ensure that those jurisdictions with the highest non-white disparity measures, which are subject to a second level of review, would also be subject to the same scrutiny if individual racial or ethnic categories were used as the measures. A breakdown of the disparity between the estimated driving population of Black and Hispanic drivers and the traffic stops of Black and Hispanic Drivers is appended to this report.

Where Disparities Exist in Rhode Island – Two Measures

To determine disparities between the non-white traffic stop populations and the non-white estimated driving population in Rhode Island we used two measures – the differences in percent between stop and driving population and the ratio of the stop population to the estimated driving population.⁴³ Differences in percent simply describe the disparity between the percent non-white in the modified census estimate and the percent non-white in the population of drivers who are stopped. For example, if 7.4% of the traffic stops in a particular jurisdiction were non-white and that same jurisdiction had a 3.1% non-white driving population estimate, the difference in percent would be 4.3% (7.4% minus 3.1%). A ratio describes the disparity between the percent non-white stop population and the percent non-white driving population estimate. Using the above example, a 7.4% non-white stop population is 2.39 times the jurisdiction's 3.1% non-white driving population estimate.

Ratios and differences in percent both attempt to quantify the extent of racial disparity. The problem with choosing one measure for all jurisdictions is that even if we could establish a statistical threshold for disparity, the jurisdictions that fell above that threshold would change

⁴³ For purposes of this analysis we have grouped drivers into white and non-white populations. For a more detailed discussion of race specific disparity analysis see technical appendix.

depending on which measure we choose. A chart of hypothetical data helps illustrate the differences between two measures for jurisdictions with very different base percentages of non-whites in the driving population estimate. Using a measure of differences in percent, one could argue that Jurisdiction B has a greater disparity. At the same time, however, using a ratio, one could argue that Jurisdiction A has a greater disparity.

Table 5.1: Hypothetical Illustration of Difference in % and Ratio

	% non-white driving population	% non-white stop population	Difference	Ratio
Jurisdiction A	2%	6%	4%	3
Jurisdiction B	20%	27%	10%	1.34

Since our analysis of disparity in Rhode Island must include forty different jurisdictions we are particularly sensitive to the differences that each measure might create. As a result we have chosen to report both differences in percent and ratios for all jurisdictions.

Table 5.2 provides information on the difference between the percent non-white in the driving population estimate (our comparison population) and the percent non-white in the stopped population. Jurisdictions are rank ordered by difference in percent (next to last column). Jurisdictions with the greatest different in percent are listed at the top of the table and jurisdictions with the smallest difference in percent are listed at the bottom. The corresponding ratios are reported in the final column for each jurisdiction. For example, Providence has the greatest difference between the percent of non-whites in the estimated driving population (32.2%) and the percentage of non-whites in the stop population (56.3%). The ratio of percent of non-white driving population estimate to percent of non-white stop population is 1.75. Although Providence has the highest difference in percent, they have only the sixteenth highest ratio.

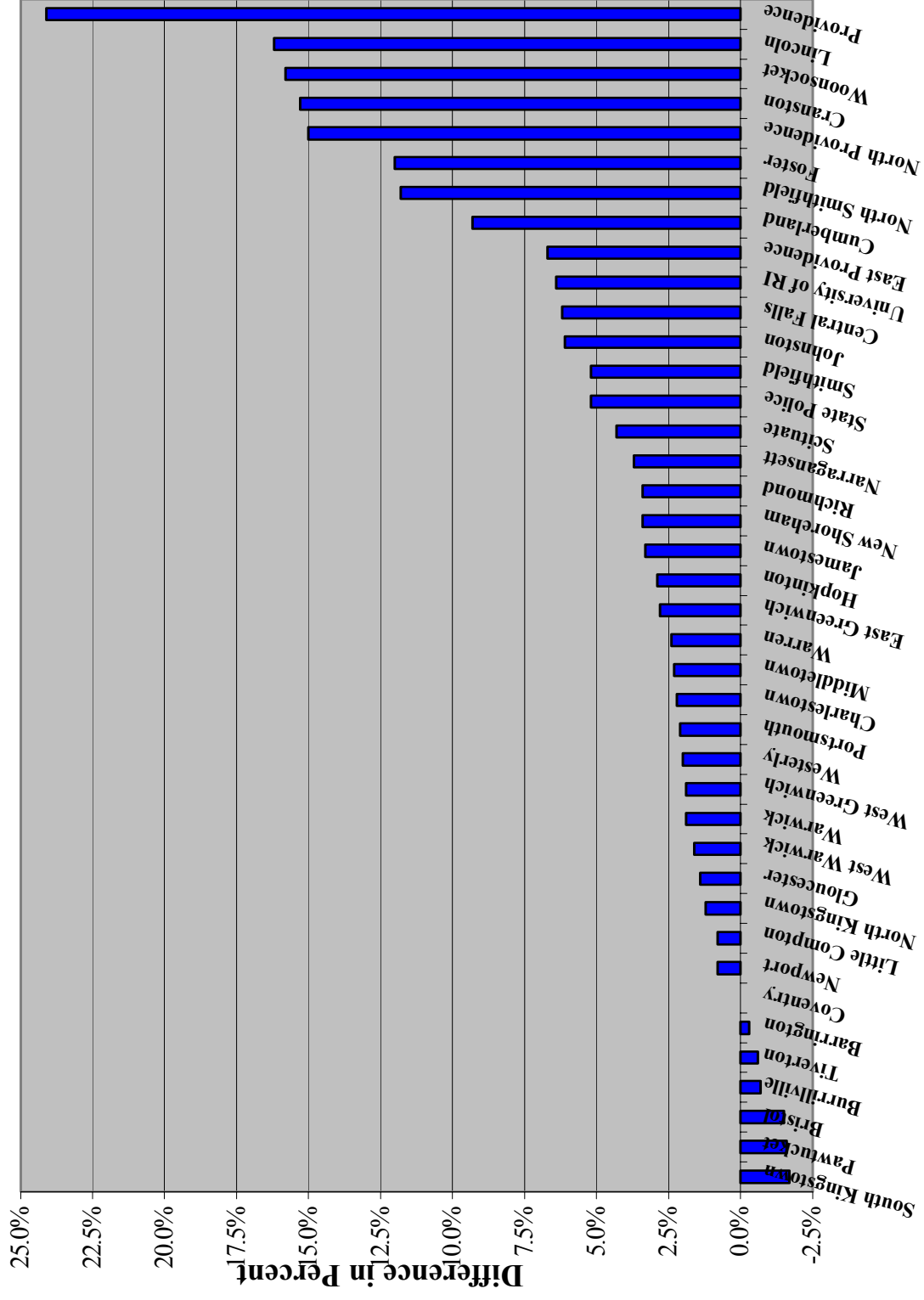
Chart 5.1 and Chart 5.2 illustrate the differences in ranking for levels of disparity with each of the two measures.

Table 5.2: Difference Between Percent Non-White in Driving Population Estimate

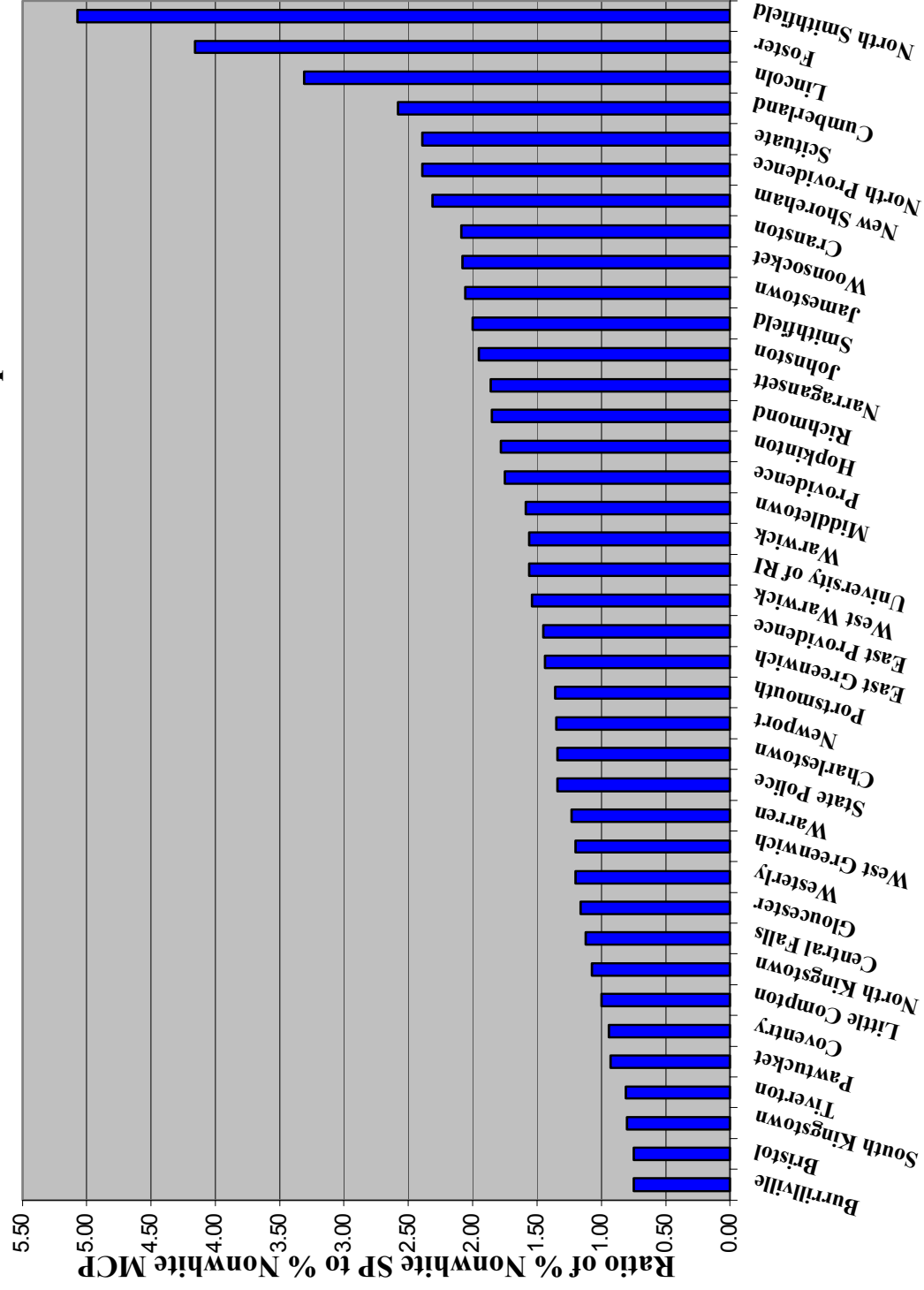
	Census Population 18+	% Non-White Modified Population	Number of Valid Stops	% Non-White Stops	Difference (Stops - MCP)	Ratio (Stops/MCP)
Providence	128,341	32.2%	16,375	56.3%	24.1%	1.75
Lincoln	15,741	7.0%	7,994	23.2%	16.2%	3.31
Woonsocket	32,069	14.6%	8,354	30.4%	15.8%	2.08
Cranston	62,171	14.0%	8,906	29.3%	15.3%	2.09
North Providence	26,475	10.8%	10,747	25.8%	15.0%	2.39
Foster	3,169	3.8%	1,362	15.8%	12.0%	4.16
North Smithfield	8,239	2.9%	6,379	14.7%	11.8%	5.07
Cumberland	24,150	5.9%	9,531	15.2%	9.3%	2.58
East Providence	38,142	14.9%	21,866	21.6%	6.7%	1.45
University of RI	10,579	11.4%	1,340	17.8%	6.4%	1.56
Central Falls	13,397	51.4%	5,070	57.6%	6.2%	1.12
Johnston	22,298	6.4%	12,638	12.5%	6.1%	1.95
State Police	NA	15.1%	94,508	20.3%	5.2%	1.34
Smithfield	16,594	5.2%	10,376	10.4%	5.2%	2.00
Scituate	7,689	3.1%	3,322	7.4%	4.3%	2.39
Narragansett	13,528	4.3%	5,775	8.0%	3.7%	1.86
New Shoreham	4,384	2.6%	773	6.0%	3.4%	2.31
Richmond	5,208	4.0%	2,002	7.4%	3.4%	1.85
Jamestown	4,384	3.1%	733	6.4%	3.3%	2.06
Hopkinton	5,825	3.7%	4,540	6.6%	2.9%	1.78
East Greenwich	9,384	6.3%	2,858	9.1%	2.8%	1.44
Warren	8,906	4.1%	6,310	6.5%	2.4%	1.59
Middletown	13,006	10.1%	5,278	12.4%	2.3%	1.23
Charlestown	6,147	3.7%	3,830	5.9%	2.2%	1.59
Portsmouth	12,820	6.2%	10,790	8.3%	2.1%	1.34

	Census Population 18+	% Non-White Modified Population	Number of Valid Stops	% Non-White Stops	Difference (Stops - MCP)	Ratio (Stops/MCP)
Westerly	17,560	5.5%	8,158	7.5%	2.0%	1.36
Warwick	67,028	9.5%	29,784	11.4%	1.9%	1.20
West Greenwich	3,641	3.4%	3,288	5.3%	1.9%	1.56
West Warwick	22,949	7.9%	7,137	9.5%	1.6%	1.20
Glocester	7,284	2.6%	5,942	4.0%	1.4%	1.54
North Kingstown	19,478	7.7%	8,606	8.9%	1.2%	1.16
Newport	21,276	12.0%	21,917	12.8%	0.8%	1.07
Little Compton	2,813	2.3%	3,814	3.1%	0.8%	1.35
Coventry	33,668	3.6%	6,488	3.6%	0.0%	1.00
Barrington	12,074	5.2%	2,941	4.9%	-0.3%	0.94
Tiverton	11,893	3.2%	7,020	2.6%	-0.6%	0.81
Burrillville	11,753	2.8%	3,628	2.1%	-0.7%	0.75
Bristol	18,070	6.0%	9,146	4.5%	-1.5%	0.75
Pawtucket	54,807	24.4%	33,933	22.8%	-1.6%	0.93
South Kingstown	21,637	8.7%	29,464	7.0%	-1.7%	0.80

**Chart 5.1: Observed Difference between Percent Nonwhite Stop
Population and Percent Nonwhite Modified Census Population**



**Chart 5.2: Observed Ratio of Percent Nonwhite Stop Population
to Percent Nonwhite Modified Census Populatin**



As was discussed earlier, we believe it is inappropriate to create a single cut point for either ratios or differences in percent to signify that certain jurisdictions are engaged in racial profiling. To quickly recap, such a “bright line” would be inappropriate because 1) we are unable to determine a level of error in either the stop population or the driving population estimate beyond which race differences were not due to chance or error, and 2) any “bright line” might include some jurisdictions if we used ratio, but exclude them if we used differences in percent and visa-versa. To overcome these two challenges we have created a matrix that plots whether or not jurisdictions fall above the statewide average ratio or the statewide average difference in percent.

Using statewide averages as a cut off point for measuring meaningful disparities has certain limitations. If all departments were systematically engaging in racially disparate traffic stop activity using the mean as a cut point for meaningful disparities might obscure disparities below the mean because we would only be identifying the “worst of the worst.” Fortunately, this problem does not exist in Rhode Island. Examining the distribution of disparities illustrated in Chart 5.1 and Chart 5.2 it is clear that all departments are not engaged in high levels of systematic bias in traffic stops. In fact, some jurisdictions have low levels of disparity, or in some cases negative levels of disparity (more whites are stopped than would be expected in the estimated driving population). Although disparities increase incrementally as you follow the bar chart from left to right, we are most concerned with those jurisdictions on the far right side of both charts because their levels of disparity are the most extreme.

We are most confident that observed racial disparities are not due to chance or error for all the jurisdictions that fall above the state-wide average on both measures. The statewide average for differences in percent was 4.83% and the statewide average ratio was 1.72. Certain jurisdiction fell in either group 1 (above average difference in percent only) or group 4 (above average ratio only) in part because of their demographic characteristics.

Table 5.3: Matrix of Jurisdictions Above and Below the Statewide Average

Group I: Above Mean Difference Below Mean Ratios			Group II: Above Mean Difference Above Mean Ratio		
Jurisdiction	Difference	Ratio	Jurisdiction	Difference	Ratio
State Police	5.2%	1.34	Smithfield	5.2%	2.00
Central Falls	6.2%	1.12	Johnston	6.1%	1.95
URI	6.4%	1.56	Cumberland	9.3%	2.58
East Providence	6.7%	1.45	North Smithfield	11.8%	5.07
			Foster	12.0%	4.16
			North Providence	15.0%	2.39
			Cranston	15.3%	2.09
			Woonsocket	15.8%	2.08
			Lincoln	16.2%	3.31
			Providence	24.1%	1.75
Group III: Below Mean Difference Below Mean Ratio			Group IV: Below Mean Difference Above Mean Ratio		
Jurisdiction	Difference	Ratio	Jurisdiction	Difference	Ratio
South Kingstown	-1.7%	0.80	Hopkinton	2.9%	1.78
Pawtucket	-1.6%	0.93	Jamestown	3.3%	2.06
Bristol	-1.5%	0.75	Richmond	3.4%	1.85
Burrillville	-0.7%	0.75	New Shoreham	3.4%	2.31
Tiverton	-0.6%	0.81	Narragansett	3.7%	1.86
Barrington	-0.3%	0.94	Scituate	4.3%	2.39
Coventry	0.0%	1.00			
Little Compton	0.8%	1.35			
Newport	0.8%	1.07			
North Kingstown	1.2%	1.16			
Glocester	1.4%	1.54			
West Warwick	1.6%	1.20			
West Greenwich	1.9%	1.56			
Warwick	1.9%	1.20			
Westerly	2.0%	1.36			
Portsmouth	2.1%	1.34			
Charlestown	2.2%	1.59			
Middletown	2.3%	1.23			
Warren	2.4%	1.59			
East Greenwich	2.8%	1.44			

Jurisdictions in group 1 had large differences in percent but lower ratios because the a very large proportion of their driving population estimate was non-white. For example, in Central Falls the estimated driving population was 51.4% non-white. To achieve a ratio of 1.72 (the state average) their stop population would have to be roughly 88% non-white – nearly a statistical impossibility. On the other hand, jurisdictions that fell into group 4 had such small non-white driving populations that it would be difficult to ever achieve large differences in percent. For example, in Scituate the estimated driving population was only 3.1% non-white. Although 7.4% of the individuals stopped in Scituate were non-white 2.39 times the non-white driving population, this difference fell below the state average.

Table 5.4: Second Level Review Jurisdictions

<u>Above Mean Both</u>	<u>Above Mean % Difference Only</u>	<u>Above Mean Ratio Only</u>
Smithfield	State Police	Hopkinton
Johnston	Central Falls	Jamestown
Cumberland	University of Rhode Island	Richmond
North Smithfield	East Providence	New Shoreham
Foster		Narragansett
North Providence		Scituate
Cranston		
Woonsocket		
Lincoln		
Providence		

To account for such differences in measurement, twenty jurisdictions that fell into either group 2 (above the average on both measures), or group 1 or group 3 (above the average on one of the two measures) were selected for additional analysis. These jurisdictions were subject to additional review because we were most confident that the differences observed between the non-white stop population and the non-white driving population estimate that exist in each of these twenty communities were meaningful.

Although we have identified twenty jurisdictions where the levels of disparity were great enough to warrant additional scrutiny, local communities may want to use the information in this report to discuss what level of disparity is acceptable for that community. We have included information about racial differences in traffic stop patterns in the appendix for all jurisdictions

that did not fall into the second level of review so that local stakeholders can engage in useful conversations with law enforcement about race and traffic enforcement decisions.

Section 6

Second-Level Review – Evaluating Characteristics of Disparities

Previous research on racial profiling has suggested that finding disparities in traffic stops compared to any acceptable measure of the driving population may not be sufficient to determine that a jurisdiction is engaged in racial profiling. The decision to make a traffic stop is influenced by a wide range of factors which may change depending on the particular crime control or traffic enforcement demands of the jurisdiction. In previous research law enforcement agencies have suggested a number of reasons for the disparities observed. These explanations include that the disparities are the result of targeted enforcement practices in high crime neighborhoods, or increased enforcement activities at certain times of day or seasons of the year. In addition, some law enforcement agencies have suggested that the disparities identified are the result of the type of stop and that drivers of certain races are more likely to be stopped for particular violations, for example outstanding warrants. This section reviews these variables as possible explanations for the disparities discussed above.

During the course of this study law enforcement agencies were offered the opportunity to send the authors a letter describing any particular institutional or structural factors that might explain disparate stop practices within their communities. These letters were instrumental to our decisions about the types of factors to include in the second level analysis. With very few exceptions, the concerns that were raised by law enforcement have been addressed in this second level review. All letters received from law enforcement agencies are appended to the back of the main report along with a letter of concern about issues of disparity that came from some members of the Traffic Stop Advisory Committee.

For those jurisdictions that had disparities in traffic stops higher than the statewide average we have designed an in-depth analysis framework to examine the contexts under which such disparities may have occurred. A separate analysis and discussion is included for each of the twenty jurisdictions identified for this additional review. The goal of this section is to provide community members and law enforcement personnel with additional information about racial differences in traffic stop patterns for each jurisdiction in the hopes that this data will be used to make decisions about the best ways to reduce such disparities in the future.

Some variables that may influence traffic stop patterns were not available for us to use. Information on officer deployment, calls for service, suspect descriptions and traffic accident patterns may have been useful to help identify why racial disparities in traffic enforcement emerge in each of the twenty jurisdictions. This section of the report is not intended to provide an complete explanation for the existence of disparities, rather it is designed to provide those jurisdictions with the greatest racial disparities with more information about the characteristics and contexts of their traffic stops so that law enforcement and community member of that community can develop and implement ways to reduce any disparities that raise concern.

Variables Examined for Second Level Review

From the pool of available data that was collected using the traffic stop statistics data cards we have selected two categories that illustrate the contexts of traffic stops within particular communities: context of the encounter and characteristics of the stop. These two categories include information about when, where and why officers made traffic stops. Although, other descriptive information, such as driver characteristics, were collected during the study, we selected these variable because they provide the most easily interpretable information to assess why some disparities may exist. Most importantly, these variables provide policymakers and stakeholders some of the most useful data for formulating plans to address disparities in the future.

Context of the Encounter: Place, Time and Season

When conducting research on traffic stops it is important to understand that most law enforcement agencies allocate personnel in part based on the number of calls for service in a particular neighborhood. Additionally, departments may assign additional personnel to neighborhoods with an emphasis on crime-solving initiatives or particular traffic safety concerns. Therefore, the distribution of traffic stops may not occur equally throughout the city. As a result, jurisdiction- wide racial disparities in traffic stops may be a product of assigning a greater number of officers to a particular neighborhood as opposed to overtly discriminatory stop practices of individual officers. The results of this practice could be that at the community level there appears to be a racial disparity but this disparity is reduced or eliminated when this deployment practice is accounted for. Looking at individual districts or locations within selected

communities allows us to examine this possibility. If this were the case we would expect that pronounced disparities would be found in one location and little or no disparities in other location. In addition, there is an expected interactive effect of time and place. For some jurisdictions traffic stops are more frequent in particular neighborhoods during commuting periods. In other jurisdictions traffic stops are increased in the evening or nighttime due to heightened crime control concerns in certain neighborhoods at night.

The distribution of stops within a jurisdiction may also be influenced by the season in which the stop was made. Many communities in Rhode Island experience a large flow of tourism during the summer months. As a result, the enforcement practices in these departments may shift seasonally to reflect different levels of traffic safety which correspond to increased tourism.

Characteristics of the Stop: Reason for the Stop, Legal Basis for the Stop

While a number of factors may influence an officer's decision to stop an individual, most decisions about traffic stops are based on higher or lesser degrees of officer discretion. Some stop decisions are considered low discretion stops where an officer's choice not to make a stop is limited (e.g. speeding more than 30 miles over the speed limit) while other types of stops are high discretion where the decision to stop someone is based on more of the officer's individual and professional judgement (e.g. various equipment violations). Departments, and in some cases districts within departments, each have an organizational cultures or even specific policies about the types of traffic violations which are of particular concern to the community and therefore will be targeted by law enforcement. A particular motivation for traffic stops may result in racially disparate stop patterns. Our aim in this section of the report is to provide information about the racial distribution of stops within each possible reason for the stop and legal basis for the stop category.

While each community has different areas of concern that arise from the second level of review, some common patterns have emerged when we look across communities in Rhode Island. While there are specific jurisdictional differences in the racial make up of stop by time of day in no case do time differences appear to explain citywide racial disparities. Likewise, across most jurisdictions we find little difference in racial disparities by season.

Most jurisdictions have certain neighborhoods where disparities are greater than others. While it is true that the demographics vary across neighborhoods we have controlled for the local neighborhood population and a large number of racial disparities remain.

Examining racial differences in stops by each basis for the traffic stop indicates that in many communities whites are more often stopped for speeding while non-whites are more often stopped for the more discretionary category of equipment violations. These two main results support findings from other racial profiling studies across the country. Non-white drivers are more likely to be stopped for more discretionary type of violations and for non-white drivers traveling in some neighborhoods is more likely to result in being stopped by the police than in others.

6A: Central Falls

In Central Falls 57.6% of the stopped population were non-white compared to a non-white driving population estimate of 51.4% for the city, yielding a disparity of 6.2%. The City of Central Falls fell into the statewide category of high concern using the measure of difference in percent. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Central Falls approximately 47% of traffic stops (n=2,333) occur in District 1 with the remaining approximately one-half of the stops occurring across the other three districts. The proportions of non-white stops ranged from a high of 61.6% in District 1 to a low of 47.9% in District 4. Although the extent of disparities may differ within each of these locations, Central Falls makes the greatest proportion of traffic stops in District 1 – the most non-white neighborhood. The department’s allocation of traffic enforcement to District 1 is contributing to the overall citywide disparities.

Table 6A.1: Location by Race

Location		White	Non-White	Total
District 1	N	897	1,436	2,333
	%	38.4%	61.6%	100.0%
District 2	N	363	480	843
	%	43.1%	56.9%	100.0%
District 3	N	625	736	1,361
	%	45.9%	54.1%	100.0%
District 4	N	215	198	413
	%	52.1%	47.9%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6A.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in all four locations.

Table 6A.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
District 1	2333	1440	61.0%	57.2%	61.6%	0.6%	4.4%
District 2	843	481	52.8%	49.0%	56.9%	4.1%	7.9%
District 3	1361	738	56.1%	52.3%	54.1%	-2.0%	1.8%
District 4	413	198	49.5%	45.7%	47.9%	-1.6%	2.2%

Although District 1 had the highest proportion of non-white stops overall, when compared to the estimated driving population in each location, District 2 actually had the greatest disparity between the number of non-whites stopped and the non-white driving population. Police officials should review the disparity that exists in all four sections of Central Fall, paying particular attention to District 2 where the disparities are the highest.

Table 6A.3: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	892	1,058	1,950
(8am - 4pm)	%	45.7%	54.3%	100.0%
2nd Shift	N	699	1,065	1,764
(4pm - 12am)	%	39.6%	60.4%	100.0%
3rd Shift	N	474	682	1,156
(12am - 8am)	%	41.0%	59.0%	100.0%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6A.3 illustrates that compared to the citywide non-white driving population of 51.4%, all shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the 4 p.m. to midnight shift and midnight to 8 a.m. shifts. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

All locations except District 3 and District 4 have a percentage of non-white stops that fall above the non-white driving estimation for the city (51.4%) across all three shifts. In District 3 and 4 however, stops occurring on the first shift (8 a.m. to 4 p.m.) fell below the citywide non-white driving population estimate. This means that racial disparities that emerge in District 3 and District 4 may be influenced in large part by evening and overnight stops. In District 1, the location with the highest volume of stops, the proportion of non-white stops was fairly evenly distributed across the three shifts.

Table 6A.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
District 1	Shift 1 (8am – 4pm)	N	359	520	879
		%	40.8%	59.2%	100.0%
	Shift 2 (4pm – 12am)	N	256	470	726
		%	35.3%	64.7%	100.0%
	Shift 3 (12am – 8am)	N	259	387	646
		%	40.1%	59.9%	100.0%
District 2	Shift 1 (8am – 4pm)	N	127	160	287
		%	44.3%	55.7%	100.0%
	Shift 2 (4pm – 12am)	N	148	208	356
		%	41.6%	58.4%	100.0%
	Shift 3 (12am – 8am)	N	76	93	169
		%	45.0%	55.0%	100.0%
District 3	Shift 1 (8am – 4pm)	N	287	281	568
		%	50.5%	49.5%	100.0%
	Shift 2 (4pm – 12am)	N	215	291	506
		%	42.5%	57.5%	100.0%
	Shift 3 (12am – 8am)	N	97	142	239
		%	40.6%	59.4%	100.0%
District 4	Shift 1 (8am – 4pm)	N	101	67	168
		%	60.1%	39.9%	100.0%
	Shift 2 (4pm – 12am)	N	64	76	140
		%	45.7%	54.3%	100.0%
	Shift 3 (12am – 8am)	N	34	45	79
		%	43.0%	57.0%	100.0%

Racial disparities in traffic stops has been posited to be the result of seasonal differences in traffic enforcement. In Central Falls this does not appear to be the case. As Table 6A.5 illustrates racial demographics of traffic stops remain remarkably consistent across all seasons of the year.

Table 6A.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter	N	460	609	1,069
(Dec – Feb)	%	43.0%	57.0%	100.0%
Spring	N	582	777	1,359
(Mar – May)	%	42.8%	57.2%	100.0%
Summer	N	567	746	1,313
(Jun – Aug)	%	43.2%	56.8%	100.0%
Fall	N	526	760	1,286
(Sep – Nov)	%	40.9%	59.1%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Central Falls however little variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (8.6%) compared to white motorists (8.0%).

Table 6A.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	170	250
	%	8.0%	8.6%
Motor Vehicle Violation	N	1,943	2,636
	%	91.5%	90.7%
Assist	N	12	21
	%	0.6%	0.7%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6A.7 indicates that while very few motorists of any race are stopped for speeding in Central Falls, white motorists were proportionately more likely to be stopped for speeding violations. With the exception of equipment violations, white and non-white motorists were stopped at relatively equal proportions. In Central Falls, non-white motorists are stopped more often for equipment violations than white motorists. 15.9% of white motorists are stopped for equipment violations compared to 20.8% of non-white motorists. While there may be a relationship between race and

the likelihood of having an equipment violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment violations, the department's apparent strategy to target equipment violations has contributed to producing racial disparities in stops. More importantly however, equipment violations are perceived by members of the community to be highly discretionary reasons for a traffic stop. The police and community in Central Falls may wish to review the explanations for racial disparities that have been identified in stops for equipment violations by the Central Falls Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Central Falls as in most Rhode Island communities non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletin.

Table 6A.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	59 2.8%	40 1.4%
Low Speeding (Under 15 mph)	N %	241 11.3%	144 5.0%
Other Traffic Violation	N %	1,104 51.5%	1,488 51.1%
Equipment Violation	N %	340 15.9%	607 20.8%
Registration Violation	N %	137 6.4%	207 7.1%
Calls for Service/APB	N %	15 0.7%	29 1.0%
City Ordinance Violation	N %	150 7.0%	318 10.9%
Special Detail	N %	77 3.6%	61 2.1%
Motorist Assist	N %	21 1.0%	34 1.2%
Warrant	N %	3 0.1%	10 0.3%

6B: Cranston

In Cranston 25.8% of the stopped population were non-white compared to a non-white driving population estimate of 10.8% for the city, resulting in a 15.3% non-white disparity. Cranston fell into the statewide category of high concern using both measures of difference in percent and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Cranston traffic stops are fairly evenly spread out across 12 different locations. Besides Western Cranston, all locations contribute to the overall traffic stop activity. The total numbers of traffic stops made in each location and the proportions of non-white stops varied dramatically across these locations. Non-white traffic stops ranged from a high of 42.6% (n=398) in Arlington to a low of 8% (n=14) in Western Cranston.

Table 6B.1: Location by Race

Location		White	Non-White	Total
Pawtuxet	N	500	227	727
	%	68.8%	31.2%	100.0%
Edgewood	N	411	278	689
	%	59.7%	40.3%	100.0%
Elmwood	N	728	392	1,120
	%	65.0%	35.0%	100.0%
Auburn	N	437	171	608
	%	71.9%	28.1%	100.0%
Garden City & ACI	N	389	106	495
	%	78.6%	21.4%	100.0%
Forrest Hills	N	409	199	608
	%	67.3%	32.7%	100.0%
Arlington (7)	N	537	398	935
	%	57.4%	42.6%	100.0%
Arlington (8)	N	695	445	1140
	%	61.0%	39.0%	100.0%
Knightsville & Thornton	N	600	75	675
	%	88.9%	11.1%	100.0%
Oaklawn & ACI	N	683	99	782
	%	87.3%	12.7%	100.0%
Dean Estates & Knightsville	N	490	103	593
	%	82.6%	17.4%	100.0%
Western Cranston	N	161	14	175
	%	92.0%	8.0%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6B.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in all but one location.

Table 6B.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Pawtuxet	727	227	7.2%	9.8%	31.2%	24.0%	21.4%
Edgewood	689	2	22.8%	25.4%	40.3%	17.5%	14.5%
Elmwood	1120	393	15.4%	18.0%	35.0%	19.6%	17.0%
Auburn	608	171	9.4%	12.0%	28.1%	18.8%	16.2%
Garden City & ACI	495	106	25.6%	28.2%	21.4%	-4.2%	-6.8%
Forrest Hills	608	200	5.7%	8.3%	32.7%	27.0%	24.4%
Arlington (7)	935	400	15.3%	17.9%	42.6%	27.3%	24.7%
Arlington (8)	1140	446	18.6%	21.2%	39.0%	20.4%	17.8%
Knightsville & Thornton	675	75	3.7%	6.3%	11.1%	7.4%	4.8%
Oaklawn & ACI	782	100	3.9%	6.5%	12.7%	8.8%	6.2%
Dean Estates & Knightsville	593	103	4.6%	7.2%	17.4%	12.9%	10.3%
Western Cranston	175	14	3.8%	6.4%	8.0%	4.2%	1.6%

Pawtuxet, Arlington (7) and Arlington (8) had the greatest disparity between the non-white stop population and the estimated non-white driving population. One location, Garden City and ACI, actually had negative levels of disparity, meaning that more whites were stopped than would be expected by the non-white estimated driving population. Although police officials should review disparities across all of Cranston, administrators should pay particular attention to those districts with the highest levels of disparity.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6B.3 illustrates that compared to the citywide non-white driving population of 10.8% a disproportionate number of non-white drivers were stopped on each shift. In Cranston the proportion of non-whites

stopped was fairly consistent across all three shifts. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6B.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	1,698 72.4%	647 27.6%	2,345 100.0%
2nd Shift (4pm - 12am)	N %	2,705 70.2%	1,147 29.8%	3,852 100.0%
3rd Shift (12am - 8am)	N %	1,584 69.6%	691 30.4%	2,275 100.0%

All locations have a percentage of non-white stops that fall above the non-white driving estimation for the city (10.8%) across all three shifts. In Pawtuxet, one of the locations with the highest non-white disparity rates, stops occurring of the third shift (midnight to 8 a.m.) were a higher proportion non-white than earlier shifts. In Arlington (7) and Arlington (8), both locations with high rates of non-white disparity, the highest proportion of non-white stops occurred during the second (4 p.m. to midnight) and third shifts (midnight to 8 a.m.).

6B.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Pawtuxet	Shift 1 (8am – 4pm)	N	101	28	129
		%	78.3%	21.7%	100.0%
	Shift 2 (4pm – 12am)	N	199	65	264
		%	75.4%	24.6%	100.0%
	Shift 3 (12am - 8am)	N	180	124	304
		%	59.2%	40.8%	100.0%
Edgewood	Shift 1 (8am – 4pm)	N	74	50	124
		%	59.7%	40.3%	100.0%
	Shift 2 (4pm – 12am)	N	226	163	389
		%	58.1%	41.9%	100.0%
	Shift 3 (12am - 8am)	N	93	51	144
		%	64.6%	35.4%	100.0%

Table 6B.4: Racial Differences in Stops by Shift for Each Location cont.

Elmwood	Shift 1 (8am – 4pm)	N %	131 66.8%	65 33.2%	196 100.0%
	Shift 2 (4pm – 12am)	N %	365 62.7%	217 37.3%	582 100.0%
	Shift 3 (12am - 8am)	N %	201 69.6%	88 30.4%	289 100.0%
Auburn	Shift 1 (8am – 4pm)	N %	130 72.6%	49 27.4%	179 100.0%
	Shift 2 (4pm – 12am)	N %	178 73.0%	66 27.0%	244 100.0%
	Shift 3 (12am - 8am)	N %	113 69.3%	50 30.7%	163 100.0%
Garden City & ACI	Shift 1 (8am – 4pm)	N %	117 80.7%	28 19.3%	145 100.0%
	Shift 2 (4pm – 12am)	N %	158 75.6%	51 24.4%	209 100.0%
	Shift 3 (12am - 8am)	N %	97 83.6%	19 16.4%	116 100.0%
Forrest Hills	Shift 1 (8am – 4pm)	N %	127 66.8%	63 33.2%	190 100.0%
	Shift 2 (4pm – 12am)	N %	153 67.1%	75 32.9%	228 100.0%
	Shift 3 (12am - 8am)	N %	103 66.5%	52 33.5%	155 100.0%
Arlington (7)	Shift 1 (8am – 4pm)	N %	152 50.8%	147 49.2%	299 100.0%
	Shift 2 (4pm – 12am)	N %	240 60.3%	158 39.7%	398 100.0%
	Shift 3 (12am - 8am)	N %	117 60.6%	76 39.4%	193 100.0%
Arlington (8)	Shift 1 (8am – 4pm)	N %	191 67.0%	94 33.0%	285 100.0%
	Shift 2 (4pm – 12am)	N %	260 58.8%	182 41.2%	442 100.0%
	Shift 3 (12am - 8am)	N %	213 58.5%	151 41.5%	364 100.0%
Knightsville & Thornton	Shift 1 (8am – 4pm)	N %	122 88.4%	16 11.6%	138 100.0%
	Shift 2 (4pm – 12am)	N %	281 88.6%	36 11.4%	317 100.0%
	Shift 3 (12am - 8am)	N %	174 88.3%	23 11.7%	197 100.0%

Table 6B.4: Racial Differences in Stops by Shift for Each Location cont.

Oaklawn & ACI	Shift 1 (8am – 4pm)	N	302	37	339
		%	89.1%	10.9%	100.0%
	Shift 2 (4pm – 12am)	N	225	40	265
		%	84.9%	15.1%	100.0%
	Shift 3 (12am - 8am)	N	104	17	121
		%	86.0%	14.0%	100.0%
Dean Estates & Knightsville	Shift 1 (8am – 4pm)	N	100	27	127
		%	78.7%	21.3%	100.0%
	Shift 2 (4pm - 12am)	N	265	52	317
		%	83.6%	16.4%	100.0%
	Shift 3 (12am - 8am)	N	105	19	124
		%	84.7%	15.3%	100.0%
Western Cranston	Shift 1 (8am - 4pm)	N	42	6	48
		%	87.5%	12.5%	100.0%
	Shift 2 (4pm - 12am)	N	85	5	90
		%	94.4%	5.6%	100.0%
	Shift 3 (12am - 8am)	N	29	3	32
		%	90.6%	9.4%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Cranston this does not appear to be the case. As Table 6B.5 illustrates racial demographics of traffic stops remain consistent across all seasons of the year.

Table 6B.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter	N	1,585	723	2,308
(Dec - Feb)	%	68.7%	31.3%	100.0%
Spring	N	1,874	744	2,618
(Mar - May)	%	71.6%	28.4%	100.0%
Summer	N	1,224	459	1,683
(Jun - Aug)	%	72.7%	27.3%	100.0%
Fall	N	1,528	653	2,181
(Sep - Nov)	%	70.1%	29.9%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Cranston however no variation exists

in the proportion of non-white motorists who are stopped for investigatory reasons (10.6%) compared to white motorists (10.6%).

Table 6B.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	658	273
	%	10.6%	10.6%
Motor Vehicle Violation	N	5,325	2,221
	%	85.7%	86.1%
Assist	N	271	99
	%	4.4%	3.8%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6B.7 indicates that while very few motorists of any race were stopped for speeding in Cranston, white motorists were proportionately more likely to be stopped for speeding violations. The most commonly cited legal basis for stops was other traffic violation, however, as with speeding, white motorists were more likely to be stopped for other traffic violation than non-white motorists. In Cranston, non-white motorists were stopped more often for registration and equipment violations than white motorists. 16.1% of white stops were based on equipment violations compared to 26.9% of non-white stops. 3.6% of white stops were due to a registration violation compared to 9.1% for non-white stops.

While there may be a relationship between race and the likelihood of having an equipment or registration violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment and registration violations, the department's apparent strategy to target these offenses has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community in Cranston may wish to review the racial disparities that have been identified in stops for equipment violations by the Cranston Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Cranston non-white and

white motorists were both rarely stopped due to a warrant, call for service or all point bulletin and the proportion stopped is almost identical for white and non-white drivers.

Table 6B.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	603 9.9%	173 6.8%
Low Speeding (Under 15 mph)	N %	657 10.8%	192 7.6%
Other Traffic Violation	N %	2,991 48.4%	1,068 41.6%
Equipment Violation	N %	998 16.1%	690 26.9%
Registration Violation	N %	223 3.6%	234 9.1%
Calls for Service/APB	N %	159 2.6%	70 2.7%
City Ordinance Violation	N %	41 0.7%	15 0.6%
Special Detail	N %	269 4.4%	103 4.0%
Motorist Assist	N %	273 4.4%	101 3.9%
Warrant	N %	20 0.3%	7 0.3%

6C: Cumberland

In Cumberland 15.2% of the stopped population were non-white compared to a non-white driving population estimate of 5.9% for the city, resulting in a 9.3% non-white disparity.

Cumberland fell into the statewide category of high concern using both measures of difference in percent and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Cumberland, Patrol Area 411 makes the largest number of traffic stops (n=4,095) compare to the other three patrol locations. Although the extent of disparities may differ within each of these locations, Cumberland makes the greatest proportion of traffic stops in Patrol Area 411 – the most non-white district location. The department’s allocation of traffic enforcement activities to Patrol Area 411 is therefore contributing to the overall citywide disparities.

Table 6C.1: Location by Race

Location		White	Non-White	Total
Patrol Area 411	N	3,298	797	4,095
	%	80.5%	19.5%	100.0%
Patrol Area 422	N	1,825	241	2,066
	%	88.3%	11.7%	100.0%
Patrol Area 433	N	1,560	151	1,711
	%	91.2%	8.8%	100.0%
Patrol Area 4440	N	987	173	1,160
	%	85.1%	14.9%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6C.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in all four locations.

Table 6C.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Patrol Area 411	4120	803	8.4%	10.4%	19.5%	11.1%	9.1%
Patrol Area 422	2080	243	3.4%	5.4%	11.7%	8.3%	6.3%
Patrol Area 433	1720	151	2.0%	4.0%	8.8%	6.8%	4.8%
Patrol Area 4440	1167	174	3.5%	5.5%	14.9%	11.4%	9.4%

Although Patrol Area 411 had the highest number of non-white stops overall, when compared to the estimated driving population in each location Patrol Area 411 and Patrol Area 4440 both showed a strong disparity between the non-white stop population and the non-white driving population. Interestingly Patrol Area 411 retained a high level of disparity even though the modified driving population for this location was more non-white than other locations throughout the city.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6C.3 illustrates that compared to the citywide non-white driving population of 5.9% all shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 4 p.m. to midnight shift and midnight to 8 a.m. shift, it is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6C.3: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	2,297	316	2,613
(8am - 4pm)	%	87.9%	12.1%	100.0%
2nd Shift	N	3,372	632	4,004
(4pm - 12am)	%	84.2%	15.8%	100.0%
3rd Shift	N	2,110	429	2,539
(12am - 8am)	%	83.1%	16.9%	100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. All locations had a percentage of non-white stops that fell above the non-white driving estimation for the city (5.9%) across all three shifts. In Patrol Area 433 proportionately more stops of non-whites occurred during the third shift (midnight to 8 a.m.). In this location, 14.1% of stops were of non-white drivers during the third shift, while only 7.4% and 6.7% of stops in the first and second shift were of non-white drivers. In Patrol Area 411, the location with the highest volume of stops, the proportion of non-white stops was fairly evenly distributed across the three shifts. In Patrol Area 433 officers conducted a relatively small number of stops but they were more likely to stop non-white drivers on the overnight shift.

Table 6C.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Area 411	Shift 1 (8am - 4pm)	N	714	158	872
		%	81.9%	18.1%	100.0%
	Shift 2 (4pm - 12am)	N	1,488	374	1,862
		%	79.9%	20.1%	100.0%
	Shift 3 (12am - 8am)	N	998	237	1,235
		%	80.8%	19.2%	100.0%
Patrol Area 422	Shift 1 (8am - 4pm)	N	656	66	722
		%	90.9%	9.1%	100.0%
	Shift 2 (4pm - 12am)	N	681	94	775
		%	87.9%	12.1%	100.0%
	Shift 3 (12am - 8am)	N	402	65	467
		%	86.1%	13.9%	100.0%
Patrol Area 433	Shift 1 (8am - 4pm)	N	666	53	719
		%	92.6%	7.4%	100.0%
	Shift 2 (4pm - 12am)	N	530	38	568
		%	93.3%	6.7%	100.0%
	Shift 3 (12am - 8am)	N	305	50	355
		%	85.9%	14.1%	100.0%
Patrol Area 4440	Shift 1 (8am - 4pm)	N	116	15	131
		%	88.5%	11.5%	100.0%
	Shift 2 (4pm - 12am)	N	532	92	624
		%	85.3%	14.7%	100.0%
	Shift 3 (12am - 8am)	N	302	60	362
		%	83.4%	16.6%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Cumberland the proportion of non-white stops decreases slightly in the

spring (13.7% non-white) and summer (13.9% non-white) compared to the winter (16.6%) and fall (16.5%). However, the non-white stop population remains higher than the non-white driving population throughout all seasons of the year.

Table 6C.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	1,845 83.4%	366 16.6%	2,211 100.0%
Spring (Mar – May)	N %	2,309 86.3%	366 13.7%	2,675 100.0%
Summer (Jun - Aug)	N %	1,951 86.1%	315 13.9%	2,266 100.0%
Fall (Sep - Nov)	N %	1,886 83.5%	373 16.5%	2,259 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Cumberland however virtually no variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (13.6%) compared to white motorists (14.0%).

Table 6C.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	1,120 14.0%	194 13.6%
Motor Vehicle Violation	N %	6,356 79.5%	1,121 78.7%
Assist	N %	564 7.1%	120 8.4%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6C.7 indicates that white motorists were proportionately more likely to be stopped for both high and low speeding violations (27.8 whites stopped for speeding compared to 14.6% of non-whites). With the exception of equipment violations and registration violations, white and non-white motorists

were stopped at relatively equal proportions for all other types of stops. In Cumberland, non-white motorists are stopped more often for equipment and registration violations than white motorists. 25.0% of white stops were for equipment violations compared to 36.7% of non-white stops. 5.4% of white stops were due to a registration compared to 10.2% of non-white stops.

While there may be a relationship between race and the likelihood of having an equipment or registration violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment or registration violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for traffic stops. The police and community in Cumberland may wish to review the explanations for racial disparities that have been identified in stops for equipment violations by the Cumberland Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Cumberland non-white and white motorists were rarely stopped due to a warrant. Stops based on call for service or all point bulletins were identical for white (3.7%) and non-white (3.7%) motorists. Therefore, indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Cumberland.

Table 6C.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	1,228 15.7%	108 7.7%
Low Speeding (Under 15 mph)	N %	944 12.1%	96 6.9%
Other Traffic Violation	N %	2,305 29.0%	425 30.0%
Equipment Violation	N %	1,994 25.0%	520 36.7%
Registration Violation	N %	428 5.4%	145 10.2%
Calls for Service/APB	N %	296 3.7%	53 3.7%
City Ordinance Violation	N %	223 2.8%	30 2.1%
Special Detail	N %	416 5.2%	39 2.8%
Motorist Assist	N %	609 7.6%	136 9.6%
Warrant	N %	46 0.6%	9 0.6%

6D: East Providence

In East Providence 21.6% of the stopped population were non-white compared to a non-white driving population estimate of 14.9% for the city, resulting in a 6.7% disparity. East Providence fell into the statewide category of high concern using the measure of difference in percent. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In East Providence traffic stops are fairly evenly distributed across all locations. Therefore citywide traffic stop patterns are not being overwhelmingly influenced by any one single location. The proportion of non-whites stopped ranges from a high of 36.3% on I-195 to a low of 9.7% in Post 4 and 9.4% on the East Shore Expressway. In most locations proportionately more of the stops were of non-white motorists than the citywide driving population estimate of 14.9%.

Table 6D. 1: Location by Race

Location		White	Non-White	Total
Post 1	N	1,719	574	2,293
	%	75.0%	25.0%	100.0%
Post 2	N	2,172	843	3,015
	%	72.0%	28.0%	100.0%
Post 3	N	2,694	886	3,580
	%	75.3%	24.7%	100.0%
Post 4	N	1,495	160	1,655
	%	90.3%	9.7%	100.0%
Post 5	N	2,032	443	2,475
	%	82.1%	17.9%	100.0%
Post 6	N	1,847	279	2,126
	%	86.9%	13.1%	100.0%
Post 7	N	1,451	495	1,946
	%	74.6%	25.4%	100.0%
Post 8	N	2,141	524	2,665
	%	80.3%	19.7%	100.0%
Post 9	N	660	165	825
	%	80.0%	20.0%	100.0%

Table 6D.1: Location by Race cont.

Location		White	Non-White	Total
Interstate-195	N	444	253	697
	%	63.7%	36.3%	100.0%
East Shore Expressway	N	154	16	170
	%	90.6%	9.4%	100.0%
Henderson Bridge	N	64	11	75
	%	85.3%	14.7%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6D.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in six of the nine locations where these differences could be computed .

Table 6D.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Post 1	2298	575	14.1%	16.2%	25.0%	10.9%	8.8%
Post 2	3025	847	26.9%	29.0%	28.0%	1.1%	-1.0%
Post 3	3584	885	16.5%	18.6%	24.7%	8.2%	6.1%
Post 4	1656	161	7.6%	9.7%	9.7%	2.1%	0.0%
Post 5	2477	443	5.1%	7.2%	17.9%	12.8%	10.7%
Post 6	2128	279	7.4%	9.5%	13.1%	5.7%	3.6%
Post 7	1952	496	23.5%	25.6%	25.4%	1.9%	-0.2%
Post 8	2672	526	8.2%	10.3%	19.7%	11.5%	9.4%
Post 9	827	165	14.2%	16.3%	20.0%	5.8%	3.7%
Interstate-195	700	254	NA	NA	36.3%	NA	NA
East Shore Expressway	170	16	NA	NA	9.4%	NA	NA
Henderson Bridge	75	11	NA	NA	14.7%	NA	NA

Patterns of disparity shift dramatically once we examine stops at a local level. Because a local driving population demographic could not be estimated for I-195, East Shore Expressway or Henderson Bridge these locations were removed from this analysis. Though many locations retain strong levels of disparity, in other locations the disparities are greatly reduced. Although the department should examine disparities that exist across all locations, particular attention should be paid to Posts 1, 5 and 8.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6D.3 illustrates that compared to the citywide non-white driving population of 14.9% the second and third shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 4 p.m. to midnight shift and midnight to 8 a.m. shift, it is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6D.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	5,856 85.0%	1,030 15.0%	6,886 100.0%
2nd Shift (4pm – 12am)	N %	6,799 75.8%	2,170 24.2%	8,969 100.0%
3rd Shift (12am – 8am)	N %	4,071 74.1%	1,424 25.9%	5,495 100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. In Post 5 for example, proportionately fewer stops of non-whites occurred during the first shift (8 a.m. to 4 p.m.) compared to the second (8 p.m. to midnight) and third shift (midnight to 8 a.m.). In this location, 9.4% of stops were of non-white drivers during the first shift compared to 25.2.0% in the second shift and 22.1% in the first shift. Although some variation exists between locations on non-white stops by time of day, the second and third shift are more non-white in almost all locations.

Table 6D.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Post 1	Shift 1 (8am – 4pm)	N %	384 80.2%	95 19.8%	479 100.0%
	Shift 2 (4pm – 12am)	N %	664 74.4%	228 25.6%	892 100.0%
	Shift 3 (12am - 8am)	N %	631 72.9%	234 27.1%	865 100.0%
Post 2	Shift 1 (8am – 4pm)	N %	702 77.7%	202 22.3%	904 100.0%
	Shift 2 (4pm – 12am)	N %	865 70.3%	365 29.7%	1,230 100.0%
	Shift 3 (12am - 8am)	N %	553 68.5%	254 31.5%	807 100.0%
Post 3	Shift 1 (8am – 4pm)	N %	795 85.3%	137 14.7%	932 100.0%
	Shift 2 (4pm – 12am)	N %	1,070 73.0%	396 27.0%	1,466 100.0%
	Shift 3 (12am - 8am)	N %	767 69.5%	336 30.5%	1,103 100.0%
Post 4	Shift 1 (8am – 4pm)	N %	562 91.8%	50 8.2%	612 100.0%
	Shift 2 (4pm – 12am)	N %	509 89.9%	57 10.1%	566 100.0%
	Shift 3 (12am - 8am)	N %	384 87.9%	53 12.1%	437 100.0%
Post 5	Shift 1 (8am – 4pm)	N %	960 90.6%	100 9.4%	1,060 100.0%
	Shift 2 (4pm – 12am)	N %	674 74.8%	227 25.2%	901 100.0%
	Shift 3 (12am - 8am)	N %	366 77.9%	104 22.1%	470 100.0%
Post 6	Shift 1 (8am – 4pm)	N %	631 87.2%	93 12.8%	724 100.0%
	Shift 2 (4pm – 12am)	N %	621 89.4%	74 10.6%	695 100.0%
	Shift 3 (12am - 8am)	N %	531 83.5%	105 16.5%	636 100.0%
Post 7	Shift 1 (8am – 4pm)	N %	633 80.8%	150 19.2%	783 100.0%
	Shift 2 (4pm – 12am)	N %	736 70.4%	310 29.6%	1,046 100.0%
	Shift 3 (12am - 8am)	N %	49 69.0%	22 31.0%	71 100.0%

Table 6D.4: Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Post 8	Shift 1 (8am – 4pm)	N	622	108	730
		%	85.2%	14.8%	100.0%
	Shift 2 (4pm – 12am)	N	1,042	270	1,312
		%	79.4%	20.6%	100.0%
	Shift 3 (12am - 8am)	N	438	135	573
		%	76.4%	23.6%	100.0%
Post 9	Shift 1 (8am – 4pm)	N	258	43	301
		%	85.7%	14.3%	100.0%
	Shift 2 (4pm – 12am)	N	347	112	459
		%	75.6%	24.4%	100.0%
	Shift 3 (12am - 8am)	N	39	5	44
		%	88.6%	11.4%	100.0%
Interstate-195	Shift 1 (8am – 4pm)	N	31	12	43
		%	72.1%	27.9%	100.0%
	Shift 2 (4pm – 12am)	N	137	82	219
		%	62.6%	37.4%	100.0%
	Shift 3 (12am - 8am)	N	268	155	423
		%	63.4%	36.6%	100.0%
East Shore Expressway	Shift 1 (8am – 4pm)	N	114	7	121
		%	94.2%	5.8%	100.0%
	Shift 2 (4pm - 12am)	N	29	6	35
		%	82.9%	17.1%	100.0%
	Shift 3 (12am - 8am)	N	7	3	10
		%	70.0%	30.0%	100.0%
Henderson Bridge	Shift 1 (8am - 4pm)	N	41	4	45
		%	91.1%	8.9%	100.0%
	Shift 2 (4pm - 12am)	N	12	6	18
		%	66.7%	33.3%	100.0%
	Shift 3 (12am - 8am)	N	8	1	9
		%	88.9%	11.1%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In East Providence the proportion of non-white stops declines slightly in the summer (19.8% non-white) compared to the winter (23.5% non-white) spring (21.1% non-white) and fall (22.9% non-white). However, the non-white stop population remains higher than the citywide non-white driving population (14.9%) throughout all seasons of the year.

Table 6D. 5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	3,461 76.5%	1,065 23.5%	4,526 100.0%
Spring (Mar – May)	N %	4,611 78.9%	1,233 21.1%	5,844 100.0%
Summer (Jun – Aug)	N %	5,141 80.2%	1,269 19.8%	6,410 100.0%
Fall (Sep – Nov)	N %	3,821 77.1%	1,133 22.9%	4,954 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In East Providence stops for non-whites are proportionately more likely to be for investigatory reasons than stops of whites (8.8% non-white compared to 5.9% white).

Table 6D.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	1,001 5.9%	412 8.8%
Motor Vehicle Violation	N %	15,963 93.8%	4,303 91.4%
Assist	N %	158 0.9%	47 1.0%

In addition to the racial differences observed in the reason for the stop given by an officer, racial differences also exist in the legal basis for the traffic stop. Table 6D.7 indicates that white motorists were proportionately more likely to be stopped for both high and low speeding violations (33.3% of whites stopped for speeding compared to 16.1% of non-whites). With the exception of equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In East Providence, non-white motorists are stopped more often for equipment and registration violations than white

motorists. 31.2% of white stops were for equipment violations compared to 43% of non-white stops. 10.1% of white stops were due to a registration compared to 19% of non-white stops.

While there may be a relationship between race and the likelihood of having an equipment or registration violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment or registration violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for traffic stops. The police and community in East Providence may wish to review the explanations for racial disparities that have been identified in stops for equipment violations by the East Providence Police Department.

Table 6D.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	2,926 17.3%	395 8.4%
Low Speeding (Under 15 mph)	N %	2,710 16.0%	364 7.7%
Other Traffic Violation	N %	4,099 24.0%	1,119 23.7%
Equipment Violation	N %	5,337 31.2%	2,032 43.0%
Registration Violation	N %	1,730 10.1%	899 19.0%
Calls for Service/APB	N %	392 2.3%	143 3.0%
City Ordinance Violation	N %	179 1.0%	63 1.3%
Special Detail	N %	1,294 7.6%	217 4.6%
Motorist Assist	N %	165 1.0%	60 1.3%
Warrant	N %	101 0.6%	74 1.6%

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in East Providence non-white

and white motorists were rarely stopped due to a warrant. Stops based on call for service or all point bulletins were proportional for white (2.3%) and non-white (3.0%) motorists. Therefore indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in East Providence.

6E: Foster

In Foster 15.8% of the stopped population were non-white compared to a driving population estimate of 3.8% for the city, resulting in a 12.0% disparity. Foster fell into the statewide category of high concern using both measures of difference in percent and ratios. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

Foster only had one location indicated for all traffic stops; therefore it was impossible to disaggregate traffic stop patterns by locations within the city.

Table 6E.1: Location by Race

Location		White	Non-White	Total
Foster	N	1,057	200	1,257
	%	84.1%	15.9%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. However, with only one location code, Foster is limited to using the citywide measure of the driving population. It is impossible to compare population by road type since we cannot estimate the demographic differences of drivers on different roadways.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6E.2 illustrates that compared to the citywide non-white driving population of 3.8% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the 8 a.m. to 4 p.m. shift. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving

population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6E.2: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	627	130	757
(8am - 4pm)	%	82.8%	17.2%	100.0%
2nd Shift	N	329	58	387
(4pm – 12am)	%	85.0%	15.0%	100.0%
3rd Shift	N	139	19	158
(12am - 8am)	%	88.0%	12.0%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Foster the proportion of non-white stops declines slightly in the summer (13.2% non-white) compared to the winter (15.5% non-white) spring (21.0% non-white) and fall (14.2% non-white). However, the non-white stop population remains significantly higher than the citywide non-white driving population (3.8%) throughout all seasons of the year.

6E.3 Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter	N	278	51	329
(Dec - Feb)	%	84.5%	15.5%	100.0%
Spring	N	263	70	333
(Mar - May)	%	79.0%	21.0%	100.0%
Summer	N	270	41	311
(Jun - Aug)	%	86.8%	13.2%	100.0%
Fall	N	302	50	352
(Sep - Nov)	%	85.8%	14.2%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorists was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some communities have suggested that non-white motorist are more likely to be stopped for criminal investigation purposes. In Foster like most of Rhode Island however, few drivers are stopped for investigatory reasons and there is little variation in the proportion of non-

white motorists who are stopped for investigatory reasons (2.3%) compared to white motorists (2.6%).

6E.4 Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	29 2.6%	5 2.3%
Motor Vehicle Violation	N %	1,091 96.4%	204 95.3%
Assist	N %	16 1.4%	7 3.3%

Although there were no meaningful racial differences observed in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6E.5 indicates that white motorists in Foster were proportionately more likely to be stopped for both high and low speeding violations (75.6% of whites stopped for speeding compared to 68.6% of non-whites). With the exception of special details, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In Foster, non-white motorists are stopped more often by officers working special details. They are also stopped slightly more often for equipment violations (10.3% vs 8.8%).

While there may be a relationship between race and the likelihood of committing a special detail violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in special detail violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, special detail violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community in Foster may wish to review the explanations for racial disparities that have been identified in stops for special detail violations by the Foster Police Department.

6E.5 Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	701 65.0%	119 57.5%
Low Speeding (Under 15 mph)	N %	114 10.6%	23 11.1%
Other Traffic Violation	N %	93 8.2%	13 6.1%
Equipment Violation	N %	100 8.8%	22 10.3%
Registration Violation	N %	24 2.1%	2 0.9%
Calls for Service/APB	N %	16 1.4%	3 1.4%
City Ordinance Violation	N %	2 0.2%	4 1.9%
Special Detail	N %	29 2.5%	18 8.4%
Motorist Assist	N %	11 1.0%	7 3.3%
Warrant	N %	2 0.2%	0 0.0%

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Foster non-white and white motorists were rarely stopped due to a warrant. Stops based on calls for service or all point bulletins were exactly the same for white (1.4%) and non-white (1.4%) motorists. Therefore indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Foster.

6F: Hopkinton

In Hopkinton 6.6% of the stopped population were non-white compared to a non-white driving population estimate of 3.7% for the city, resulting in a 2.9% disparity. Hopkinton fell into the statewide category of high concern using the measure of ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Hopkinton traffic stops are fairly evenly distributed across its two locations. Therefore citywide traffic stop patterns are not being overwhelmingly influenced by any one single location. In both locations proportionately more of the stops were of non-white motorists than the citywide driving population estimate of 3.7%.

Table 6F.1: Location by Race

Location		White	Non-White	Total
North	N	2,562	185	2,747
	%	93.3%	6.7%	100.0%
South	N	1,475	99	1,574
	%	93.7%	6.3%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6F.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in each location, with the highest disparity in the South location. Disparities exist in both locations in Hopkinton however in both locations the disparities are relatively low.

Table 6F.2: Racial Differences in Stops by Shift for Each Location

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
North	2768	185	3.9%	4.5%	6.7%	2.8%	2.2%
South	1582	100	2.5%	3.1%	6.3%	3.8%	3.2%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6F.3 illustrates that compared to the citywide non-white driving population of 3.7% all three shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 12 p.m. to 8 a.m. shift, it is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6F.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	929 94.3%	56 5.7%	985 100.0%
2nd Shift (4pm – 12am)	N %	1,970 94.8%	107 5.2%	2,077 100.0%
3rd Shift (12am – 8am)	N %	1,047 91.4%	98 8.6%	1,145 100.0%

When we review time of day within locations of Hopkinton, both locations had a percentage of non-white stops that fell above the non-white driving estimation for the city (3.7%) across all three shifts. In the North location, the location with the highest volume of stops, proportionately more stops of non-whites occurred during the third shift (midnight to 8 a.m.). In this location, 8.5% of stops were of non-white drivers during the third shift, while only 5.1% and 5.5% of stops in the first and second shift were of non-white drivers. In the South location the proportion of non-white stops followed a similar pattern as the North with 8.9 % of non-white stops occurring during the third shift, and only 6.2% and 4.2% of stops in the first and third shifts.

Table 6F.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
North	Shift 1 (8am - 4pm)	N	554	30	584
		%	94.9%	5.1%	100.0%
	Shift 2 (4pm - 12am)	N	1,177	69	1,246
		%	94.5%	5.5%	100.0%
	Shift 3 (12am - 8am)	N	658	61	719
		%	91.5%	8.5%	100.0%
South	Shift 1 (8am - 4pm)	N	316	21	337
		%	93.8%	6.2%	100.0%
	Shift 2 (4pm - 12am)	N	708	31	739
		%	95.8%	4.2%	100.0%
	Shift 3 (12am - 8am)	N	347	34	381
		%	91.1%	8.9%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Hopkinton the proportion of non-white stops reduces slightly in the winter (5.5% non-white) and spring (5.2% non-white) compared to the summer (7.3%) and fall (9.3%). However, the non-white stop population remains higher than the non-white driving population (3.7%) throughout all seasons of the year.

Table 6F.5: Seasonal Variations in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	1,075	63	1,138
	%	94.5%	5.5%	100.0%
Spring (Mar – May)	N	1,211	66	1,277
	%	94.8%	5.2%	100.0%
Summer (Jun – Aug)	N	1,187	93	1,280
	%	92.7%	7.3%	100.0%
Fall (Sep – Nov)	N	730	75	805
	%	90.7%	9.3%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some communities have suggested that non-white motorist are more likely to be stopped for criminal investigation purposes. In Hopkinton however virtually no variation exists

in the proportion of non-white motorists who are stopped for investigatory reasons (4.1%) compared to white motorists (3.1%).

Table 6F.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	127	12
	%	3.1%	4.1%
Motor Vehicle Violation	N	4,001	266
	%	96.4%	91.1%
Assist	N	37	17
	%	0.9%	5.8%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6F.7 indicates that non-white motorists were proportionately more likely to be stopped for both high and low speeding violations (71.2% non-whites stopped for speeding compared to 65.8% of whites). With the exception of equipment violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In Hopkinton, white motorists are stopped more often for equipment violations (22.6%) than non-white motorists (13.9%).

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Hopkinton non-white and white motorists were rarely stopped due to a warrant. Stops based on call for service or all point bulletins were proportional for white (0.7%) and non-white (1.7%) motorists. Therefore, indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Hopkinton.

Table 6F.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	2,604 63.5%	197 69.4%
Low Speeding (Under 15 mph)	N %	95 2.3%	5 1.8%
Other Traffic Violation	N %	393 9.3%	23 7.8%
Equipment Violation	N %	952 22.6%	41 13.9%
Registration Violation	N %	46 1.1%	2 0.7%
Calls for Service/APB	N %	31 0.7%	5 1.7%
City Ordinance Violation	N %	18 0.4%	3 1.0%
Special Detail	N %	40 1.0%	2 0.7%
Motorist Assist	N %	45 1.1%	18 6.1%
Warrant	N %	2 0.0%	0 0.0%

6G: Jamestown

In Jamestown 6.4% of the stopped population were non-white compared to a non-white driving population estimate of 3.1% for the city, resulting in a 3.3% non-white disparity. Jamestown fell into the statewide category of moderate concern using the measure of ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Jamestown, many locations rarely made stops of either white or non-white motorists. Of the 16 locations, Table 6G.1 indicates that the highest volume of stops occurred on Route 138 (n=204), Town Area-North (n=151), Town Area-South (n=122), Eldred Avenue-North (n=98), Eldred Ave. to Mt. Hope Ave. (n=48) and South Shores (n=42). The highest disparity in non-whites stopped occurs on Route 138 (13.2%). The non-white stopped population is greater than the overall city driving population estimate (3.1%) only on Route 138 (13.2% non-white), in the Eldred Ave. to Mt. Hope Ave. location (8.3%), and in Town Area-South (4.1%). Although police administrators should review disparities across all of Jamestown, particular attention should be paid to those with the highest disparity.

Table 6G.1: Location by Race

Location		White	Non-White	Total
Route 138	N	177	27	204
	%	86.8%	13.2%	100.0%
South Shores	N	42	0	42
	%	100.0%	0.0%	100.0%
North Shores	N	11	0	11
	%	100.0%	0.0%	100.0%
East Passage Estates	N	2	0	2
	%	100.0%	0.0%	100.0%
Eldred Avenue-North	N	97	1	98
	%	99.0%	1.0%	100.0%
Eldred Ave to Mt Hope Ave	N	44	4	48
	%	91.7%	8.3%	100.0%

Table 6G.1: Location by Race cont.

Town Area-North	N	147	4	151
	%	97.4%	2.6%	100.0%
Town Area-South	N	117	5	122
	%	95.9%	4.1%	100.0%
Highland Drive Area	N	5	0	5
	%	100.0%	0.0%	100.0%
Beavertail	N	5	1	6
	%	83.3%	16.7%	100.0%
Police Station	N	0	0	0
	%	0.0%	0.0%	0.0%
Off Island	N	1	0	1
	%	100.0%	0.0%	100.0%
Fort Wetherill State Park	N	1	0	1
	%	100.0%	0.0%	100.0%
Beavertail State Park	N	1	2	3
	%	33.3%	66.7%	100.0%
Fort Getty Campground	N	0	0	0
	%	0.0%	0.0%	0.0%
West Reach Estates	N	0	1	1
	%	0.0%	100.0%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Since many of Jamestown's locations as designated by the police department had very few, if any, stops, we collapsed the department locations into three new locations. Route 138 remains location 1, while the new location 2 consists of the police locations of North Shores, East Passage Estates, Eldred Ave. North, and West Reach Estates. All other locations have been collapsed into the new location 3. Table 6F.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in each location, with the highest disparity in location 3. An estimated driving population could not be calculated for Route 138, which has a considerably high disparity from the overall citywide estimated driving population. The Jamestown Police Department should assess disparities found in all locations, paying particular attention to Route 138.

Table 6G.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
1	204	27	NA	NA	13.2%	NA	NA
2	112	2	2.5%	2.9%	1.8%	-0.7%	-1.1%
3	380	16	2.8%	3.2%	4.2%	1.4%	1.0%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6G.3 illustrates that compared to the citywide non-white driving population of 3.1%, all shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 4 p.m. to midnight shift and midnight to 8 a.m. shift, it is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6G.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	157	7	164
	%	95.7%	4.3%	100.0%
2nd Shift (4pm - 12am)	N	377	28	405
	%	93.1%	6.9%	100.0%
3rd Shift (12am - 8am)	N	120	9	129
	%	93.0%	7.0%	100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. In order to make meaningful comparisons of the proportions of non-whites stopped during shifts across locations, the same new locations that were collapsed previously in the location modified census section are used. Route 138 had the highest disparity between the proportion of non-whites stopped during all shifts compared to the citywide driving population estimate of 3.1%. The proportion of non-

whites stopped is also higher in all three shifts in Location 3 (South) compared to the citywide driving population estimate.

Table 6G.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Location 1 - Route 138	Shift 1 (8am - 4pm)	N %	19 90.5%	2 9.5%	21 100.0%
	Shift 2 (4pm - 12am)	N %	91 85.0%	16 15.0%	107 100.0%
	Shift 3 (12am - 8am)	N %	62 89.9%	7 10.1%	69 100.0%
Location 2 (North)	Shift 1 (8am - 4pm)	N %	48 100.0%	0 0.0%	48 100.0%
	Shift 2 (4pm - 12am)	N %	47 95.9%	2 4.1%	49 100.0%
	Shift 3 (12am - 8am)	N %	13 100.0%	0 0.0%	13 100.0%
Location 2 (South)	Shift 1 (8am - 4pm)	N %	79 95.2%	4 4.8%	83 100.0%
	Shift 2 (4pm - 12am)	N %	223 96.1%	9 3.9%	23 100.0%
	Shift 3 (12am - 8am)	N %	41 95.3%	2 4.7%	43 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Jamestown the proportion of non-white stops is the highest during the summer (9.0%). The proportion of non-whites stopped reduces significantly in the fall (5.5% non-white) compared to the winter (5.6%) and spring (7.3%). However, the non-white stop population remains higher than the non-white driving population (3.1%) throughout the summer spring and winter.

Table 6G.4: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	203 94.4%	12 5.6%	215 100.0%
Spring (Mar - May)	N %	178 92.7%	14 7.3%	192 100.0%
Summer (Jun - Aug)	N %	183 91.0%	18 9.0%	201 100.0%
Fall (Sep - Nov)	N %	118 97.5%	3 2.5%	121 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some communities have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Jamestown however, virtually no variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (8.7%) compared to white motorists (9.5%).

Table 6G.5: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	65	4
	%	9.5%	8.7%
Motor Vehicle Violation	N	533	23
	%	77.7%	50.0%
Assist	N	90	19
	%	13.1%	41.3%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6G.6 indicates that white motorists were proportionately more likely to be stopped for both high and low speeding violations (49.3% whites stopped for speeding compared to 29.6% of non-whites). Whites were also stopped more for other traffic violations (23.9% compared to 13.0% non-white). In Jamestown, non-white motorists are stopped more often for motorist assists (41.3%) than white motorists (12.9%). White and non-white motorists were stopped at relatively equal proportions for all other types of stops.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Jamestown, non-white and white motorists were rarely stopped due to a warrant, calls for service or APBs and when stopped they are made at equivalent rates for white and non-white drivers.

Table 6G.6: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	241 36.0%	8 18.2%
Low Speeding (Under 15 mph)	N %	89 13.3%	5 11.4%
Other Traffic Violation	N %	163 23.9%	6 13.0%
Equipment Violation	N %	56 8.2%	4 8.7%
Registration Violation	N %	12 1.8%	0 0.0%
Calls for Service/APB	N %	13 1.9%	1 2.2%
City Ordinance Violation	N %	9 1.9%	1 2.2%
Special Detail	N %	4 0.6%	0 0.0%
Motorist Assist	N %	88 12.9%	19 41.3%
Warrant	N %	1 0.1%	0 0.0%

6H: Johnston

In Johnston 12.5% of the stopped population were non-white compared to a non-white driving population estimate of 6.4% for the city, resulting in a 6.1% disparity. Johnston fell into the statewide category of high concern using both the measure of difference in percent and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Johnston the proportion of non-white stops ranges from a high of 28.0% in the Southeast to a low of 6.2% in the Northwest. Citywide traffic stop patterns are being lead by both the Southeast and East (18.6% non-white) locations. In all locations except the Northwest, proportionately more of the stops were of non-white motorists than the citywide driving population estimate of 6.4%.

Table 6H.1: Location by Race

Location		White	Non-White	Total
Southeast	N	1,358	529	1,887
	%	72.0%	28.0%	100.0%
East	N	1,367	312	1,679
	%	81.4%	18.6%	100.0%
Southwest	N	2,249	202	2,451
	%	91.8%	8.2%	100.0%
West	N	2,898	261	3,159
	%	91.7%	8.3%	100.0%
Northwest	N	1,969	131	2,100
	%	93.8%	6.2%	100.0%
Northeast	N	412	47	459
	%	89.8%	10.2%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving

demographics of each location. Table 6H.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared to the estimate of non-white drivers in all locations.

Table 6H.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Southeast	1897	531	3.8%	6.6%	28.0%	24.2%	21.4%
East	1686	314	4.2%	7.0%	18.6%	14.4%	11.6%
Southwest	2484	204	2.3%	5.1%	8.2%	5.9%	3.1%
West	3186	264	2.8%	5.6%	8.3%	5.5%	2.7%
Northwest	2106	131	1.9%	4.7%	6.2%	4.3%	1.5%
Northeast	460	47	3.4%	6.2%	10.2%	6.8%	4.0%

The Southeast and East both had the highest proportions of non-white stops overall and the highest proportions of non-white stops when compared to the estimated driving population in each location. Police officials should review the disparity that exists in all six locations in Johnston, paying particular attention to the Southeast (21.4%) and East (11.6%) where the disparities are the highest.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6H.3 illustrates that compared to the citywide non-white driving population of 6.4% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the midnight to 8 a.m. shift (18.2%). It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6H.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	5,665 88.1%	766 11.9%	6,431 100.0%
2nd Shift (4pm - 12am)	N %	4,645 87.1%	686 12.9%	5,331 100.0%
3rd Shift (12am - 8am)	N %	247 81.8%	55 18.2%	302 100.0%

All locations had a percentage of non-white stops that fell above the non-white driving estimation for the city (6.4%) across all three shifts. Again, the Southeast and East locations had percentages of non-white stops much higher than all other locations, with high proportions of non-whites stopped across all three shifts in each location. In the Southeast location, 29.3% of stops were of non-white drivers during the second shift, and 27.6% and 23.4% of stops in the first and third shift were of non-white drivers. In the East location the proportion of non-white stops was highest during the third shift at 22.5% followed by 17.3% and 4.2% of stops in the first and second shifts.

Table 6H.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Southeast	Shift 1 (8am - 4pm)	N	731	278	1,009
		%	72.4%	27.6%	100.0%
	Shift 2 (4pm - 12am)	N	484	201	685
		%	70.7%	29.3%	100.0%
	Shift 3 (12am - 8am)	N	59	18	77
		%	76.6%	23.4%	100.0%
East	Shift 1 (8am - 4pm)	N	612	128	740
		%	82.7%	17.3%	100.0%
	Shift 2 (4pm - 12am)	N	644	151	795
		%	81.0%	19.0%	100.0%
	Shift 3 (12am - 8am)	N	55	16	71
		%	77.5%	22.5%	100.0%
Southwest	Shift 1 (8am - 4pm)	N	1,215	91	1,306
		%	93.0%	7.0%	100.0%
	Shift 2 (4pm - 12am)	N	873	88	961
		%	90.8%	9.2%	100.0%
	Shift 3 (12am - 8am)	N	60	10	70
		%	85.7%	14.3%	100.0%

Table 6H.4: Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
West	Shift 1 (8am - 4pm)	N %	1,609 91.7%	145 8.3%	1,754 100.0%
	Shift 2 (4pm - 12am)	N %	1,185 91.9%	105 8.1%	1,290 100.0%
	Shift 3 (12am - 8am)	N %	14 82.4%	3 17.6%	17 100.0%
Northwest	Shift 1 (8am - 4pm)	N %	1,005 94.0%	64 6.0%	1,069 100.0%
	Shift 2 (4pm - 12am)	N %	843 93.3%	61 6.7%	904 100.0%
	Shift 3 (12am - 8am)	N %	32 88.9%	4 11.1%	36 100.0%
Northeast	Shift 1 (8am - 4pm)	N %	185 92.0%	16 8.0%	201 100.0%
	Shift 2 (4pm - 12am)	N %	197 86.8%	30 13.2%	227 100.0%
	Shift 3 (12am - 8am)	N %	10 100.0%	0 0.0%	10 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Johnston the proportion of non-white stops declines slightly in the summer (11.5% non-white) and fall (11.8%) compared to the winter (15.0% non-white) and spring (13.1% non-white). However, the non-white stop population remains higher than the citywide non-white driving population (6.4%) throughout all seasons of the year.

Table 6H.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,245 85.0%	219 15.0%	1,464 100.0%
Spring (Mar – May)	N %	3,368 86.9%	506 13.1%	3,874 100.0%
Summer (Jun – Aug)	N %	2,674 88.5%	349 11.5%	3,023 100.0%
Fall (Sep – Nov)	N %	3,650 88.2%	489 11.8%	4,139 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Johnston, however, little variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (2.7%) compared to white motorists (2.1%).

Table 6H.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	228 2.1%	42 2.7%
Motor Vehicle Violation	N %	10,627 97.7%	1,498 97.0%
Assist	N %	55 0.5%	12 0.8%

Although there were no meaningful racial differences observed in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6H.7 indicates that white motorists in Johnston were proportionately more likely to be stopped for both high and low speeding violations (70.5% of whites stopped for speeding compared to 46.4% of non-whites). With the exception of other traffic violations, equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In Johnston, non-white motorists are stopped more often for other traffic violations, equipment violations, and registration violations than white motorists. 25.1% of non-white stops were for other traffic violations compared to 17.2% of white stops. The highest level of disparity was found in equipment violations, where 23.8% of non-white stops were for these types of violations compared to 9.0% for white stops. 5.5% of non-white stops were for registration violations compared to 1.7% white stops.

While there may be a relationship between race and the likelihood of other traffic violations, equipment violations, and registration violations, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in

these three types of violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for traffic stops. The police and community in Johnston may wish to review the explanations for racial disparities that have been identified in stops for equipment and registration violations as well as other traffic violations by the Johnston Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Johnston non-white and white motorists were rarely stopped due to a warrant. Stops based on calls for service or all point bulletins were also rare and proportional for white (0.5%) and non-white (0.9%) motorists. Therefore, indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Johnston.

Table 6H.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	3,983 38.5%	389 25.9%
Low Speeding (Under 15 mph)	N %	3,316 32.0%	308 20.5%
Other Traffic Violation	N %	1,888 17.2%	392 25.1%
Equipment Violation	N %	984 9.0%	372 23.8%
Registration Violation	N %	186 1.7%	86 5.5%
Calls for Service/APB	N %	52 0.5%	14 0.9%
City Ordinance Violation	N %	51 0.5%	7 0.4%
Special Detail	N %	439 4.0%	39 2.5%
Motorist Assist	N %	64 0.6%	13 0.8%
Warrant	N %	10 0.1%	6 0.4%

6I: Lincoln

In Lincoln 23.2% of the stopped population were non-white compared to a non-white driving population estimate of 7.0% for the city, resulting in a 6.7% disparity. Lincoln fell into the statewide category of high concern using the measure of difference in percent and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Lincoln, the approximately 41.5% of traffic stops (n=3181) occur in the Southern Patrol. The proportion of non-whites stopped ranges from a high of 33.3% on Rt. 146 and Interstate 295 to a low of 19.3% in the Middle North Patrol. In all of the locations in Lincoln more non-white motorists were stopped than the citywide driving population estimate of 7.0%.

Table 6I.1: Location by Race

Location		White	Non-White	Total
Northern Patrol	N	2,100	367	2,467
	%	85.1%	14.9%	100.0%
Southern Patrol	N	2,188	993	3,181
	%	68.8%	31.2%	100.0%
Middle North Patrol	N	743	178	921
	%	80.7%	19.3%	100.0%
Middle South Patrol	N	782	190	972
	%	80.5%	19.5%	100.0%
Rt. 146 & I-295	N	76	38	114
	%	66.7%	33.3%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6I.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared to the estimate of non-white drivers in all locations.

Table 6I.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Northern Patrol	2479	369	5.3%	7.8%	14.9%	9.6%	7.1%
Southern Patrol	3194	997	3.9%	6.4%	31.2%	27.3%	24.8%
Middle North Patrol	926	179	4.1%	6.6%	19.3%	15.2%	12.7%
Middle South Patrol	980	191	4.7%	7.2%	19.5%	14.8%	12.3%
Rt. 146 & I-295	114	38	NA	NA	33.3%	NA	NA

Patterns of disparity shift dramatically once we examine stops at a local level. Because a local driving population demographic could not be estimated for Route 146 or Interstate 295 these locations were removed from this analysis. All locations in Lincoln retain a generally high level of disparity, the Southern Patrol has the highest level of disparity at 24.8%. The Lincoln Police Department should examine disparities found in each location, but should pay particular attention to the Southern Patrol area.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6I.3 illustrates that compared to the citywide non-white driving population of 7.0%, all three shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 8 a.m. to 4 p.m. shift and the 4 p.m. to midnight shift, it is important to note however, that it is difficult to draw conclusions about disparate stop practices across time of day because our estimated driving population is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6I.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am – 4pm)	N %	923 75.8%	294 24.2%	1,217 100.0%
2nd Shift (4pm – 12am)	N %	2,934 75.9%	930 24.1%	3,864 100.0%
3rd Shift (12am – 8am)	N %	1,970 78.7%	532 21.3%	2,502 100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. In Lincoln, in each location proportions of stops for non-whites were fairly similar across all three shifts. All locations had a percentage of non-white stops that fell above the non-white driving population estimation for the city (7.0%) across all three shifts.

Table 6I.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Northern Patrol	Shift 1 (8am - 4pm)	N %	324 85.7%	54 14.3%	378 100.0%
	Shift 2 (4pm - 12am)	N %	1,041 84.4%	193 15.6%	1,234 100.0%
	Shift 3 (12am - 8am)	N %	608 85.9%	100 14.1%	708 100.0%
Southern Patrol	Shift 1 (8am - 4pm)	N %	312 64.6%	171 35.4%	483 100.0%
	Shift 2 (4pm - 12am)	N %	1,079 67.9%	510 32.1%	1,589 100.0%
	Shift 3 (12am - 8am)	N %	686 72.7%	257 27.3%	943 100.0%
Middle North Patrol	Shift 1 (8am - 4pm)	N %	110 80.3%	27 19.7%	137 100.0%
	Shift 2 (4pm - 12am)	N %	336 81.8%	75 18.2%	411 100.0%
	Shift 3 (12am - 8am)	N %	274 81.1%	64 18.9%	338 100.0%
Middle South Patrol	Shift 1 (8am - 4pm)	N %	128 83.7%	25 16.3%	153 100.0%
	Shift 2 (4pm - 12am)	N %	334 79.3%	87 20.7%	421 100.0%
	Shift 3 (12am - 8am)	N %	288 80.2%	71 19.8%	359 100.0%

Table 6I.4: Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Rt. 146 & I-295	Shift 1 (8am - 4pm)	N %	3 75.0%	1 25.0%	4 100.0%
	Shift 2 (4pm - 12am)	N %	60 62.5%	36 37.5%	96 100.0%
	Shift 3 (12am - 8am)	N %	11 91.7%	1 8.3%	12 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Lincoln, the proportion of non-white stops stays fairly constant across all seasons, with the highest proportion of non-whites stopped in the summer (25.4%) and the lowest in the winter (21.2%). The non-white stop population remains higher than the citywide non-white estimated driving population (7.0%) throughout all seasons of the year.

Table 6I.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,681 78.8%	452 21.2%	2,133 100.0%
Spring (Mar – May)	N %	1,815 76.9%	544 23.1%	2,359 100.0%
Summer (Jun – Aug)	N %	1,244 74.6%	423 25.4%	1,667 100.0%
Fall (Sep – Nov)	N %	1,300 76.2%	405 23.8%	1,705 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most important ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Lincoln, whites and non-whites are almost equally as likely to be stopped for investigatory reasons (16.5% for whites and 17.6% for non-whites).

Table 6I.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	992	320
	%	16.5%	17.6%
Motor Vehicle Violation	N	5,005	1,487
	%	83.1%	81.7%
Assist	N	41	25
	%	0.7%	1.4%

In addition to the racial differences observed in the reason for the stop given by an officer, racial differences also exist in the legal basis for the traffic stop. Table 6I.7 indicates that white motorists are proportionately more likely to be stopped for both high and low speeding violations (26.0% of whites stopped for speeding compared to 19.4% of non-whites). With the exception of equipment violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In Lincoln, non-white motorists were stopped more often for equipment violations than white motorists. 38.2% of non-white stops were for equipment violations compared to 32.3% of white stops.

While there may be a relationship between race and the likelihood of having an equipment violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment violations, the department's strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment violations are perceived to be highly discretionary reasons for traffic stops by members of the community. The police and community in Lincoln may wish to review the explanations for racial disparities that have been identified in stops for equipment violations by the Lincoln Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Lincoln non-white and white motorists were rarely stopped due to a warrant. Stops based on calls for service or all points bulletins were rare and proportional for white (0.5%) and non-white (0.9%). Therefore indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Lincoln.

Table 6I.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	921 15.7%	200 11.3%
Low Speeding (Under 15 mph)	N %	604 10.3%	144 8.1%
Other Traffic Violation	N %	1,741 28.8%	504 27.5%
Equipment Violation	N %	1,956 32.3%	702 38.2%
Registration Violation	N %	324 5.4%	134 7.3%
Calls for Service/APB	N %	33 0.5%	16 0.9%
City Ordinance Violation	N %	146 2.4%	61 3.3%
Special Detail	N %	196 3.2%	66 3.6%
Motorist Assist	N %	78 1.3%	35 1.9%
Warrant	N %	6 0.1%	2 0.1%

6J: Narragansett

In Narragansett, 8.0% of the stopped population were non-white compared to a non-white driving population estimate of 4.3% for the city, resulting in a 3.7% disparity. Narragansett fell into the statewide category of high concern using the measure of ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Narragansett traffic stops are fairly evenly distributed across 3 different locations. Disparities between the non-white driving population estimate (4.3%) and the non-white stopped population exist in each of the three locations in Narragansett. Non-white traffic stops ranged from a high of 8.7% (n=2098) in Patrol Sector 2 to a low of 7.0% in Patrol Sector 3 (n=1389).

Table 6J.1: Location by Race

Location		White	Non-White	Total
Patrol Sector 1	N	1,773	155	1,928
	%	92.0%	8.0%	100.0%
Patrol Sector 2	N	1,916	182	2,098
	%	91.3%	8.7%	100.0%
Patrol Sector 3	N	1,292	97	1,389
	%	93.0%	7.0%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6J.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared to the estimate of non-white drivers in all locations.

Table 6J.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Patrol Sector 1	1937	167	3.4%	3.7%	8.6%	5.2%	4.9%
Patrol Sector 2	2102	189	4.7%	5.0%	9.0%	4.3%	4.0%
Patrol Sector 3	1393	99	4.0%	4.3%	7.1%	3.1%	2.8%

The Patrol Sectors 1 and 2 have both the highest proportions of non-white stops overall and the highest disparities in non-white stops when compared to the estimated driving population in each location. It appears that Patrol Sector three falls below the citywide disparity level (3.7%), while Patrol Sectors 1 and 2 remain slightly above (4.9% and 4.0% respectively). Police officials should review the disparity that exists in all three locations in Narragansett, paying particular attention to Patrol Sector 1 where the disparities are the highest.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6J.3 illustrates that compared to the estimated citywide non-white driving population of 4.3% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the midnight to 8 a.m. shift (8.4%). It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6J.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am – 4pm)	N %	1,160 92.0%	101 8.0%	1,261 100.0%
2nd Shift (4pm – 12am)	N %	2,369 92.4%	195 7.6%	2,564 100.0%
3rd Shift (12am – 8am)	N %	1,527 91.6%	140 8.4%	1,667 100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. All locations had a percentage of non-white stops that fell above the non-white driving estimation for the city (4.3%) across all three shifts. In Patrol Sector 1 and Patrol Sector 2, proportionately more stops of non-whites occurred during the second shift (4 p.m. to midnight), while in Patrol Sector 3 proportionately more stops of non-whites occurred during the third shift. The third shift in Patrol Sector 3 is where the greatest level of disparity exists in shifts across locations at 9.3% non-white.

Table 6J.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Sector 1	Shift 1 (8am - 4pm)	N %	302 93.2%	22 6.8%	324 100.0%
	Shift 2 (4pm - 12am)	N %	822 91.4%	77 8.6%	899 100.0%
	Shift 3 (12am - 8am)	N %	564 91.9%	50 8.1%	614 100.0%
Patrol Sector 2	Shift 1 (8am - 4pm)	N %	461 91.3%	44 8.7%	505 100.0%
	Shift 2 (4pm - 12am)	N %	884 90.9%	88 9.1%	972 100.0%
	Shift 3 (12am - 8am)	N %	480 92.5%	39 7.5%	519 100.0%
Patrol Sector 3	Shift 1 (8am - 4pm)	N %	300 91.7%	27 8.3%	327 100.0%
	Shift 2 (4pm - 12am)	N %	506 95.8%	22 4.2%	528 100.0%
	Shift 3 (12am - 8am)	N %	420 90.7%	43 9.3%	463 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Narragansett the proportion of non-white stops are fairly evenly distributed across all seasons. The proportion of non-white stops is highest in the summer (8.8% non-white) and is the lowest in the spring (7.3% non-white). However, the non-white stop population remains higher than the non-white driving population (4.3%) throughout all seasons of the year.

Table 6J.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,062 91.6%	98 8.4%	1,160 100.0%
Spring (Mar – May)	N %	1,161 92.7%	91 7.3%	1,252 100.0%
Summer (Jun – Aug)	N %	1,280 91.2%	123 8.8%	1,403 100.0%
Fall (Sep – Nov)	N %	1,715 92.6%	138 7.4%	1,853 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorist are more likely to be stopped for criminal investigation purposes. In Narragansett however, little variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (6.4%) compared to white motorists (5.3%).

Table 6J.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	279	29
	%	5.3%	6.4%
Motor Vehicle Violation	N	4,945	425
	%	94.0%	93.2%
Assist	N	61	8
	%	1.2%	1.8%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6J.7 indicates that white motorists were proportionately more likely to be stopped for both high and low speeding violations (48.5% whites stopped for speeding compared to 37.0% of non-whites). With the exception of equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In Narragansett, as in many other Rhode Island communities, non-white motorists are stopped more often for equipment violations (18.1%) than white motorists (12.8%). Non-white motorists were also stopped more often for registration violations (9.4%) than white motorists (5.4%).

While there may be a relationship between race and the likelihood of equipment and registration violations, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment violations or registration violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community in Narragansett may wish to review the explanations for racial disparities that have been identified in stops for equipment violations and registration violations by the Narragansett Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Narragansett non-white and white motorists were rarely stopped due to a warrant. Stops based on call for service or all point bulletins were rare and proportional for white (0.8%) and non-white (1.1%) motorists.

Therefore, indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Narragansett.

Table 6J.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	1,187 28.0%	88 22.3%
Low Speeding (Under 15 mph)	N %	871 20.5%	62 15.7%
Other Traffic Violation	N %	1,207 23.2%	119 26.6%
Equipment Violation	N %	663 12.8%	81 18.1%
Registration Violation	N %	280 5.4%	42 9.4%
Calls for Service/APB	N %	42 0.8%	5 1.1%
City Ordinance Violation	N %	4 0.1%	1 0.2%
Special Detail	N %	24 0.5%	3 0.7%
Motorist Assist	N %	54 1.0%	7 1.6%
Warrant	N %	12 0.2%	3 0.7%

6K: New Shoreham

In New Shoreham 6.0% of the stopped population were non-white compared to a driving population estimate of 2.6% for the city, resulting in a 3.4% disparity. New Shoreham fell into the statewide category of moderate concern the measure ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

New Shoreham only had one location indicated for all traffic stops; therefore it was impossible to disaggregate traffic stop patterns by locations within the city.

Table 6K.1: Location by Race

Location		White	Non-White	Total
New Shoreham	N	727	46	773
	%	94.0%	6.0%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. However, with only one location code, New Shoreham is limited to using the citywide measure of the driving population. It is impossible to compare population by road type since we cannot estimate the demographic differences of drivers on different roadways.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6K.2 illustrates that compared to the citywide non-white driving population of 2.6% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the 4 p.m. to midnight shift. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving

population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6K.2: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	323	20	343
(8am - 4pm)	%	94.2%	5.8%	100.0%
2nd Shift	N	269	20	289
(4pm - 12am)	%	93.1%	6.9%	100.0%
3rd Shift	N	102	6	108
(12am - 8am)	%	94.4%	5.6%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In New Shoreham, 78.8% of overall stops occur in the summer (n=598), most likely due to tourism. There were no non-white stops recorded in the winter, and only a few in the spring and fall. Therefore, the summer season contributes overwhelmingly to the disparity between the non-white driving population estimate (2.6%) and the proportion of non-whites stopped throughout the year in New Shoreham. As a result, it may be necessary to examine traffic stop data from different seasons with variations to the estimated driving population measure.

Table 6K.3: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter	N	22	0	22
(Dec - Feb)	%	100.0%	0.0%	100.0%
Spring	N	94	6	100
(Mar - May)	%	94.0%	6.0%	100.0%
Summer	N	562	36	598
(Jun - Aug)	%	94.0%	6.0%	100.0%
Fall	N	36	3	39
(Sep - Nov)	%	92.3%	7.7%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some communities have suggested that non-white motorist are more likely to be

stopped for criminal investigation purposes. In New Shoreham however, only a slight variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (6.8%) compared to white motorists (3.4%).

Table 6K.4: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	24 3.4%	3 6.8%
Motor Vehicle Violation	N %	666 95.6%	41 93.2%
Assist	N %	9 1.3%	0 0.0%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6K.5 indicates, however, that the racial demographics of most basis for traffic stops are similar. In other words this analysis reveals that there is little reason to believe that any particular basis for stop is greatly contributing to the racial disparity that exists citywide for all types of stops.

Some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. In New Shoreham however, non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletins.

Table 6K.5: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	170 23.9%	9 20.0%
Low Speeding (Under 15 mph)	N %	72 10.1%	4 8.9%
Other Traffic Violation	N %	240 33.1%	15 32.6%
Equipment Violation	N %	152 21.0%	10 21.7%
Registration Violation	N %	39 5.4%	4 8.7%
Calls for Service/APB	N %	7 1.0%	1 2.2%
City Ordinance Violation	N %	30 4.1%	2 4.3%
Special Detail	N %	1 0.1%	0 0.0%
Motorist Assist	N %	4 0.6%	0 0.0%
Warrant	N %	0 0.0%	0 0.0%

6L: North Providence

In North Providence 25.8% of the stopped population was non-white, compared to a non-white driving population estimate of 10.8% for the city, resulting in a 15.0% disparity. North Providence fell into the statewide category of high concern using both measures of percent difference and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

During the two-year data collection period, the North Providence Police Department altered the location codes as well as the location boundaries within the entire city. Therefore we are unable to analyze North Providence at the location by race level nor can we compare the modified non-white location population to the stop population. Racial differences in stops by shift at the location level were also not available for analysis.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6L.1 illustrates that compared to the citywide non-white driving population of 10.8% all three shifts stopped a disproportionate number of non-white drivers. Although the proportion of non-white stops was highest during the 4 p.m. to midnight shift, it is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6L.1: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	2,166	637	2,803
(8am - 4pm)	%	77.3%	22.7%	100.0%
2nd Shift	N	3,620	1,382	5,002
(4pm – 12am)	%	72.4%	27.6%	100.0%
3rd Shift	N	1,595	561	2,156
(12am – 8am)	%	74.0%	26.0%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In North Providence the proportion of non-white stops declines slightly in the summer (25.9% non-white) and fall (23.6%) compared to the winter (27.5% non-white) and spring (26.3% non-white). However, the non-white stop population remains higher than the citywide non-white driving population (10.8%) throughout all seasons of the year.

Table 6L.2: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,605 72.5%	610 27.5%	2,215 100.0%
Spring (Mar – May)	N %	2,474 73.7%	881 26.3%	3,355 100.0%
Summer (Jun – Aug)	N %	1,943 74.1%	680 25.9%	2,623 100.0%
Fall (Sep – Nov)	N %	1,850 76.4%	573 23.6%	2,423 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In North Providence however only a slight variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (12.1%) compared to white motorists (9.1%) due to the small number of stops for investigative reasons it is unlikely that these stops account for the racial disparities identified.

Table 6L.3: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	715 9.1%	333 12.1%
Motor Vehicle Violation	N %	7,183 91.2%	2,417 88.1%
Assist	N %	27 0.3%	11 0.4%

In addition to the racial differences observed in the reason for the stop given by an officer, racial differences also exist in the legal basis for the traffic stop. Table 6L.4 indicates that white motorists are proportionately more likely to be stopped for both high and low speeding violations (18.7% of whites stopped for speeding compared to 8.9% of non-whites). Whites were also stopped more often for other traffic violations (36.4%) than non-whites (25.2%). With the exception of equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions for all other types of stops. In North Providence, non-white motorists were stopped more often for equipment violations than white motorists. 54.2% of non-white stops were for equipment violations compared to 34.4% of white stops. Also, non-white motorists were stopped more often for registration violations than white motorists. 11.6% of non-white stops were for registration violations compared to 5.5% of white stops.

While there may be a relationship between race and the likelihood of equipment and registration violations, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment violations or registration violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stop. The police and community in North Providence may wish to review the explanations for racial disparities that have been identified in stops for equipment violations and registration violations by the North Providence Police Department.

Some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. However, in North Providence non-white and white motorists were rarely stopped due to a warrant. Stops based on calls for service or all point bulletins were rare and proportional for white (1.0%) and non-white (1.2%). Therefore indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Lincoln.

Table 6L.4: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	570 7.4%	110 4.0%
Low Speeding (Under 15 mph)	N %	864 11.3%	135 4.9%
Other Traffic Violation	N %	2,874 36.4%	695 25.2%
Equipment Violation	N %	2,717 34.4%	1,496 54.2%
Registration Violation	N %	434 5.5%	320 11.6%
Calls for Service/APB	N %	76 1.0%	33 1.2%
City Ordinance Violation	N %	67 0.8%	16 0.6%
Special Detail	N %	273 3.5%	63 2.3%
Motorist Assist	N %	31 0.4%	10 0.4%
Warrant	N %	12 0.2%	23 0.8%

6M: North Smithfield

In North Smithfield 14.7% of all the traffic stops were of non-white motorists compared to a non-white driving population estimate of 2.9% for the city, yielding a disparity of 11.8%. The City of North Smithfield fell into the statewide category of high concern using both measures of disparity. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In North Smithfield makes by far the greatest proportion of traffic stops in Beat 1 – approximately 52% of traffic stops (n=3,267) occur in Beat 1. As table 6M.1 shows, the proportions of non-white stops ranged from a high of 22.5% in Beat 1 to a low of 3.4% in Beat 3.

Table 6M.1: Location by Race

Location		White	Non-White	Total
Beat 1	N	2,531	736	3,267
	%	77.5%	22.5%	100.0%
Beat 2	N	1,098	128	1,226
	%	89.6%	10.4%	100.0%
Beat 3	N	1,714	60	1,774
	%	96.6%	3.4%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measures rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6L.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in each beat. Beat 1 and Beat 2 had the largest disparities in non-whites stopped. This is particularly important since most of the stops in the City occur in Beat 1. Beat 3 had a very little disparity between the percentage of nonwhites stopped and the percentage of nonwhites estimated to be driving in that location.

Table 6M.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Beat 1	3277	737	1.7%	2.9%	22.5%	20.8%	19.6%
Beat 2	1232	128	1.7%	2.9%	10.4%	8.7%	7.5%
Beat 3	1781	61	1.8%	3.0%	3.4%	1.6%	0.4%

Most notably the demographics of stops made in Beat 1 were 19.6% more nonwhite than the percentage of nonwhites estimated to drive in that location. Since the greatest racial disparities in traffic stops exist within this location (and the majority of enforcement occurs in this location), disparate traffic enforcement in Beat 1 is contributing greatly to the cities overall racial disparity. Police officials should review the disparity that exists in both Beat 1 and Beat 2, but administrators should pay particular attention to Beat 1 where the racial disparities are by far the greatest.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6L.3 illustrates that compared to the citywide non-white driving population of 2.9% all shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was slightly higher during the midnight to 8 a.m. shift than the other shifts. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6M.3: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	1,529	218	1,747
(8am – 4pm)	%	87.5%	12.5%	100.0%
2nd Shift	N	2,499	418	2,917
(4pm – 12am)	%	85.7%	14.3%	100.0%
3rd Shift	N	1,245	272	1,517
(12am - 8am)	%	82.1%	17.9%	100.0%

All locations have a percentage of non-white stops that fall above the non-white driving estimation for the city (2.9%) across all three shifts. There exists little variation in the demographics of stops between shifts within each location. Just as was discussed above for the citywide shift demographics, the thirds shift has just a slightly higher percentage of nonwhite stops for each police beat location.

Table 6M.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Beat 1	Shift 1 (8am – 4pm)	N	613	164	777
		%	78.9%	21.1%	100.0%
	Shift 2 (4pm – 12am)	N	1,093	318	1,411
		%	77.5%	22.5%	100.0%
	Shift 3 (12am - 8am)	N	735	232	967
		%	76.0%	24.0%	100.0%
Beat 2	Shift 1 (8am – 4pm)	N	248	26	274
		%	90.5%	9.5%	100.0%
	Shift 2 (4pm – 12am)	N	590	70	660
		%	89.4%	10.6%	100.0%
	Shift 3 (12am - 8am)	N	237	29	266
		%	89.1%	10.9%	100.0%
Beat 3	Shift 1 (8am – 4pm)	N	633	23	656
		%	96.5%	3.5%	100.0%
	Shift 2 (4pm – 12am)	N	764	26	790
		%	96.7%	3.3%	100.0%
	Shift 3 (12am - 8am)	N	262	10	272
		%	96.3%	3.7%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In North Smithfield this does not appear to be the case. As Table 6M.5 illustrates racial demographics of traffic stops remain consistent across all seasons of the year.

Table 6M.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	1,179	206	1,385
	%	85.1%	14.9%	100.0%
Spring (Mar – May)	N	1,589	304	1,893
	%	83.9%	16.1%	100.0%
Summer (Jun – Aug)	N	1,479	237	1,716
	%	86.2%	13.8%	100.0%
Fall (Sep – Nov)	N	1,151	178	1,329
	%	86.6%	13.4%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested those non-white motorists are more likely to be stopped for criminal investigation purposes. In North Smithfield little variation exists in the proportion of non-white motorists who are stopped for various reasons. Nonwhite motorists are slightly more likely to be stopped for as part of an assist, where there is the lowest degree of officer discretion. Still this type of stop is very rare (6.1% of all stops) so contributes very little to the racial disparity that exists citywide for all stops.

Table 6M.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	354	53
	%	6.5%	5.7%
Motor Vehicle Violation	N	4,731	803
	%	87.4%	86.8%
Assist	N	334	69
	%	6.2%	7.5%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6M.7 indicates, however, that the racial demographics of most basis for traffic stops are similar. In other words this analysis reveals that there is little reason to believe that any particular basis for stop is greatly contributing to the racial disparity that exists citywide for all types of stops.

Some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. In North Smithfield however, non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletins.

Table 6M.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	866 16.3%	122 13.3%
Low Speeding (Under 15 mph)	N %	919 17.3%	171 18.6%
Other Traffic Violation	N %	1,052 19.5%	155 16.7%
Equipment Violation	N %	1,756 32.6%	324 35.0%
Registration Violation	N %	259 4.8%	60 6.5%
Calls for Service/APB	N %	113 2.1%	23 2.5%
City Ordinance Violation	N %	16 0.3%	3 0.3%
Special Detail	N %	40 0.7%	2 0.2%
Motorist Assist	N %	344 6.4%	74 8.0%
Warrant	N %	2 0.0%	0 0.0%

6N: Providence

In Providence 56.3% of all the traffic stops were of non-white motorists compared to a non-white driving population estimate of 32.2% for the city, yielding a disparity of 24.1%. The City of Providence fell into the statewide category of high concern using both measures of disparity. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Providence approximately 23% of traffic stops (n=3,292) occur in Location Group 2, followed by 14.5% of stops (n=2052) in Location Group 5 and 13.4% of stops (n=1902) in Location Group 6. The proportions of non-white stops ranged from a high of 71.8% in Location Group 2 to a low of 34.0% in Location Group 7.

6N.1 Location by Race

Location		White	Non-White	Total
Location Group 1	N %	278 40.3%	411 59.7%	689 100.0%
Location Group 2	N %	929 28.2%	2,363 71.8%	3,292 100.0%
Location Group 3	N %	228 34.7%	429 65.3%	657 100.0%
Location Group 4	N %	393 32.6%	813 67.4%	1,206 100.0%
Location Group 5	N %	740 36.1%	1,312 63.9%	2,052 100.0%
Location Group 6	N %	1231 64.7%	671 35.3%	1902 100.0%
Location Group 7	N %	881 66.0%	453 34.0%	1,334 100.0%
Location Group 8	N %	398 65.4%	211 34.6%	609 100.0%
Location Group 9	N %	254 53.1%	224 46.9%	478 100.0%
Location Group 10	N %	311 36.6%	539 63.4%	850 100.0%
Location Group 11	N %	549 49.3%	565 50.7%	1114 100.0%

Although the extent of disparities may differ within each of these locations, Providence makes the greatest proportion of traffic stops in Location Groups 2 – the most non-white district location. While as you will see there are multiple explanations for the disparity that exists in Providence, the department’s allocation of traffic enforcement to Location Group 2 is at least in part contributing to the overall citywide disparities.

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measures rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6N.2 illustrates that disparities in the proportion of non-white drivers stopped compared the estimate of non-white drivers in each location vary considerably. While disparities exist in many locations within Providence, Location Group 2 and 3 – the most nonwhite sections of Providence – had practically no racial disparity in traffic stops. In all other locations the nonwhites were stopped at a higher proportion than they are estimated to be driving in those locations.

Table 6N.2: Modified Non-White Location Population Compared to Stop Population

Location Group	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
1	689	411	58.7%	44.4%	59.6%	0.9%	15.2%
2	3292	2363	88.5%	74.2%	71.8%	-16.7%	-2.4%
3	657	429	78.3%	64.0%	65.4%	-12.9%	1.4%
4	1206	813	62.0%	47.7%	67.4%	5.4%	19.7%
5	2052	1312	58.1%	43.8%	63.8%	5.7%	20.0%
6	1902	671	37.9%	23.6%	35.4%	-2.5%	11.8%
7	1334	453	24.8%	10.5%	34.0%	9.2%	23.5%
8	609	211	20.9%	6.6%	34.7%	13.8%	28.1%
9	478	224	28.8%	14.5%	46.9%	18.1%	32.4%
10	850	539	59.9%	45.6%	63.4%	3.5%	17.8%
11	1114	565	28.0%	13.7%	50.8%	22.8%	37.1%

The disparity that exists in Providence is clearly the result of several potential reasons. First, although disparities do not exist *within* Location Group 2, the citywide disparity is based in part on the volume of traffic enforcement conducted in this primarily nonwhite neighborhood. In this location more white drivers are stopped than would have been expected in the modified

population estimate. These stops influence the overall City disparities. The non-white disparities in Providence are greatest in location 11, 9, 8 and 7. However, the citywide disparity is also very much affected by the racial disparities that exist in other neighborhoods as well. In addition to addressing the disparities that exists in most locations, Providence should also examine the need to allocate traffic enforcement resources to Location 2.

Table 6N.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am – 4pm)	N %	2,065 47.0%	2,324 53.0%	4,389 100.0%
2nd Shift (4pm – 12am)	N %	2,876 40.7%	4,189 59.3%	7,065 100.0%
3rd Shift (12am - 8am)	N %	1,572 45.4%	1,889 54.6%	3,461 100.0%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6N.3 illustrates that compared to the citywide non-white driving population of 32.2% all shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the 4 p.m. to midnight shift. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. In Providence, the racial differences in stops by location were fairly consistent across all three shifts. Although proportionately more non-white drivers were stopped on the second and third shifts in nearly all locations, this difference does not appear to explain away patterns of disparities that exist citywide or in a particular location.

Table 6N.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Location Group 1	Shift 1 (8am - 4pm)	N %	91 49.2%	94 50.8%	185 100.0%
	Shift 2 (4pm - 12am)	N %	121 38.9%	190 61.1%	311 100.0%
	Shift 3 (12am - 8am)	N %	45 33.6%	89 66.4%	134 100.0%
Location Group 2	Shift 1 (8am - 4pm)	N %	206 29.4%	494 70.6%	700 100.0%
	Shift 2 (4pm - 12am)	N %	361 23.2%	1,197 76.8%	1,558 100.0%
	Shift 3 (12am - 8am)	N %	258 34.7%	485 65.3%	743 100.0%
Location Group 3	Shift 1 (8am - 4pm)	N %	38 30.6%	86 69.4%	124 100.0%
	Shift 2 (4pm - 12am)	N %	88 34.0%	171 66.0%	259 100.0%
	Shift 3 (12am - 8am)	N %	71 37.8%	117 62.2%	188 100.0%
Location Group 4	Shift 1 (8am - 4pm)	N %	149 36.4%	260 63.6%	409 100.0%
	Shift 2 (4pm - 12am)	N %	133 28.3%	337 71.7%	470 100.0%
	Shift 3 (12am - 8am)	N %	77 34.5%	146 65.5%	223 100.0%
Location Group 5	Shift 1 (8am - 4pm)	N %	266 39.5%	408 60.5%	674 100.0%
	Shift 2 (4pm - 12am)	N %	280 32.9%	572 67.1%	852 100.0%
	Shift 3 (12am - 8am)	N %	121 34.6%	229 65.4%	350 100.0%
Location Group 6	Shift 1 (8am - 4pm)	N %	372 63.8%	211 36.2%	583 100.0%
	Shift 2 (4pm - 12am)	N %	458 66.5%	231 33.5%	689 100.0%
	Shift 3 (12am - 8am)	N %	320 65.3%	170 34.7%	490 100.0%
Location Group 7	Shift 1 (8am - 4pm)	N %	142 64.3%	79 35.7%	221 100.0%
	Shift 2 (4pm - 12am)	N %	497 67.0%	245 33.0%	742 100.0%
	Shift 3 (12am - 8am)	N %	179 63.9%	101 36.1%	280 100.0%

Location	Shift		White	Non-White	Total
Location Group 8	Shift 1 (8am - 4pm)	N %	172 78.5%	47 21.5%	219 100.0%
	Shift 2 (4pm - 12am)	N %	141 58.5%	100 41.5%	241 100.0%
	Shift 3 (12am - 8am)	N %	61 55.0%	50 45.0%	111 100.0%
Location Group 9	Shift 1 (8am - 4pm)	N %	87 68.5%	40 31.5%	127 100.0%
	Shift 2 (4pm - 12am)	N %	79 45.1%	96 54.9%	175 100.0%
	Shift 3 (12am - 8am)	N %	69 50.0%	69 50.0%	138 100.0%
Location Group 10	Shift 1 (8am - 4pm)	N %	73 41.0%	105 59.0%	178 100.0%
	Shift 2 (4pm - 12am)	N %	153 33.7%	301 66.3%	454 100.0%
	Shift 3 (12am - 8am)	N %	62 39.2%	96 60.8%	158 100.0%
Location Group 11	Shift 1 (8am - 4pm)	N %	185 50.4%	182 49.6%	367 100.0%
	Shift 2 (4pm - 12am)	N %	234 46.1%	274 53.9%	508 100.0%
	Shift 3 (12am - 8am)	N %	86 55.1%	70 44.9%	156 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Providence this does not appear to be the case. As Table 6N.5 illustrates racial demographics of traffic stops remain relatively consistent across all seasons of the year.

Table 6N.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,963 44.7%	2,426 55.3%	4,389 100.0%
Spring (Mar – May)	N %	1,304 45.4%	1,569 54.6%	2,873 100.0%
Summer (Jun – Aug)	N %	1,206 41.2%	1,724 58.8%	2,930 100.0%
Fall (Sep – Nov)	N %	2,570 43.7%	3,312 56.3%	5,882 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested those non-white motorists are more likely to be stopped for criminal investigation purposes. In Providence however little variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (21.7%) compared to white motorists (19.9%).

Table 6N.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	1,401	1,963
	%	19.9%	21.7%
Motor Vehicle Violation	N	5,521	7,028
	%	78.6%	77.8%
Assist	N	151	147
	%	2.1%	1.6%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6N.7 indicates that there is not a great deal of variation between the proportions of white and nonwhite drivers stopped under different legal bases. A greater proportion of white motorists were stopped for speeding than were nonwhite motorists, yet for Providence speeding was not a major basis for traffic stop. On the other hand proportionately more nonwhite drivers that were stopped were stopped based on equipment violations and registration violations. Overall, however, there is little reason to believe that any one reason stands out as contributing to the overall racial disparity found citywide for all stops.

Some law enforcement agencies generally have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. Despite the fact that Providence has a higher proportion of calls for service, all point bulletins and warrant initiated stops than most other jurisdictions in Rhode Island, these stops are still a rare occurrence Providence (making up only 9.2% of all stop). Even among these stops, similar proportions of nonwhite and white motorists – though slightly higher for nonwhites – are stopped for calls for service, all points bulletins or warrants

Table 6N.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	398 6.0%	195 2.3%
Low Speeding (Under 15 mph)	N %	366 5.1%	137 1.6%
Other Traffic Violation	N %	3,772 55.6%	4,681 53.8%
Equipment Violation	N %	781 11.5%	1,431 16.4%
Registration Violation	N %	282 4.2%	892 10.2%
Calls for Service/APB	N %	199 2.9%	414 4.8%
City Ordinance Violation	N %	416 6.1%	542 6.2%
Special Detail	N %	387 5.7%	418 4.8%
Motorist Assist	N %	151 2.2%	136 1.6%
Warrant	N %	34 0.5%	87 1.0%

6O: Richmond

In Richmond, 7.4% of the stopped population were non-white compared to a non-white driving population estimate of 4.0% for the city, resulting in a 3.4% disparity. Richmond fell into the statewide category of moderate concern using the measure of ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce disparities.

Characteristics of the Encounter: Place, Time and Season

In Richmond, 61.0% (n=1175) of stops occurred in the All Other Roads location, which is any road other than Rt. 138 and I-95. However, the highest level of disparity in Richmond is found on Route 138 (8.4% non-white). Disparities between the non-white driving population estimate (4.0%) and the non-white stopped population exist in each of the locations.

Table 6O.1: Location by Race

Location		White	Non-White	Total
Rt. 138	N	672	62	734
	%	91.6%	8.4%	100.0%
All Other Roads	N	1,097	78	1,175
	%	93.4%	6.6%	100.0%
I-95	N	15	1	16
	%	93.8%	6.3%	100.0%

We are unable to analyze stop patterns and disparities at the location level, since we cannot obtain an accurate measure of the driving population of Route 138 and Interstate 95. Therefore, only the citywide estimated driving population (4.0% non-white) can be used to measure disparity in Richmond, which as previously stated, disparities exist in all three locations.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6O.2 illustrates that compared to the citywide non-white driving population of 4.0% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the midnight to 8 a.m. shift (11.1%). It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated

driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6O.2: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	562 93.8%	37 6.2%	599 100.0%
2nd Shift (4pm - 12am)	N %	1,176 92.5%	96 7.5%	1,272 100.0%
3rd Shift (12am - 8am)	N %	48 88.9%	6 11.1%	54 100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. Route 138 and all other Richmond roads had a percentage of non-white stops that fell above the non-white driving estimation for the city (4.0%) across all three shifts. On Route 138, proportionately more stops of non-whites occurred during the second shift (4 p.m. to midnight), while on all other Richmond roads proportionately more stops of non-whites occurred during the third shift. The greatest level of disparity exists during the third shift in the All Other Roads location (12.5%).

Table 6O.3: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Rt. 138	Shift 1 (8am - 4pm)	N %	186 94.4%	11 5.6%	197 100.0%
	Shift 2 (4pm - 12am)	N %	447 90.5%	47 9.5%	494 100.0%
	Shift 3 (12am - 8am)	N %	18 94.7%	1 5.3%	19 100.0%
All Other Roads	Shift 1 (8am - 4pm)	N %	340 93.9%	22 6.1%	362 100.0%
	Shift 2 (4pm - 12am)	N %	689 93.6%	47 6.4%	736 100.0%
	Shift 3 (12am - 8am)	N %	28 87.5%	4 12.5%	32 100.0%
I-95	Shift 1 (8am - 4pm)	N %	3 100.0%	0 0.0%	3 100.0%
	Shift 2 (4pm - 12am)	N %	12 100.0%	0 0.0%	12 100.0%
	Shift 3 (12am - 8am)	N %	0 0.0%	0 0.0%	0 0.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. As table 6O.4 indicates, the proportion of non-white stops decreases slightly in the winter (5.3%) compared to the spring (8.5%). However, the non-white stop population remains higher than the non-white driving population (4.0%) throughout all seasons of the year.

Table 6O.4: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N	392	31	423
	%	92.7%	7.3%	100.0%
Spring (Mar – May)	N	525	49	574
	%	91.5%	8.5%	100.0%
Summer (Jun - Aug)	N	513	42	555
	%	92.4%	7.6%	100.0%
Fall (Sep - Nov)	N	396	22	418
	%	94.7%	5.3%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some communities have suggested those non-white motorists are more likely to be stopped for criminal investigation purposes. In Richmond little variation exists in the proportion of non-white motorists who are stopped for various reasons. Nonwhite motorists are slightly more likely to be stopped for investigatory purpose, but this type of stop is very rare (3.4% of all stops) so contributes very little to the racial disparity that exists citywide for all stops.

Table 6O.5: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	16	5
	%	0.9%	3.4%
Motor Vehicle Violation	N	1,810	142
	%	99.1%	97.3%
Assist	N	1	0
	%	0.1%	0.0%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6O.6 indicates, however, that the racial demographics of most basis for traffic stops are similar. In other words this analysis reveals that there is little reason to believe that any particular basis for stop is greatly contributing to the racial disparity that exists citywide for all types of stops.

Some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. In Richmond however, non-white and white motorists were both very rarely stopped due to a warrant, call for service or all point bulletins.

Table 6O.6: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	976 54.0%	80 56.3%
Low Speeding (Under 15 mph)	N %	435 24.1%	29 20.4%
Other Traffic Violation	N %	195 10.5%	18 12.3%
Equipment Violation	N %	160 8.6%	12 8.2%
Registration Violation	N %	54 2.9%	3 2.1%
Calls for Service/APB	N %	3 0.2%	1 0.7%
City Ordinance Violation	N %	0 0.0%	1 0.7%
Special Detail	N %	5 0.3%	0 0.0%
Motorist Assist	N %	1 0.1%	0 0.0%
Warrant	N %	0 0.0%	0 0.0%

6P: Scituate

In Scituate 7.4% of the drivers stopped were non-white compared to a non-white driving population estimate of 3.1% for the city. While these stop demographics yield a disparity of 4.3%, the proportion of nonwhite drivers that were stopped is more than twice as great as the proportion of nonwhite drivers estimated to be in the driving population. The City of Scituate fell into the statewide category of moderate concern because the ratio of nonwhites stopped to nonwhites estimated to be driving was above the mean for the state. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Scituate approximately 47.0% of traffic stops (n=1,531) occur on Route 6 and Route 102 that pass through Scituate and another 31% are made on the other state numbered highways. The proportions of non-white stops ranged from a high of 11.4% on Routes 6 and 102 to a low of 4.2% in the South locations. Although the extent of disparities may differ within each of these locations, Scituate makes the greatest proportion of traffic stops on Route 6 and 102, which may very well be the most nonwhite roadways in this community. The department's allocation of traffic enforcement to Route 6 and 102 is contributing to the overall citywide disparities.

Table 6P.1: Location by Race

Location		White	Non-White	Total
North	N	301	14	315
	%	95.6%	4.4%	100.0%
South	N	368	16	384
	%	95.8%	4.2%	100.0%
Rt. 6 & Rt. 101	N	1,357	174	1,531
	%	88.6%	11.4%	100.0%
All Other State Highways (e.g. Rt 12,14, 102, 115, 116)	N	982	38	1,020
	%	96.3%	3.7%	100.0%

It is also important to examine the existence of racial disparities within locations. In other jurisdictions, using citywide driving population measures rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect

the driving demographics of each location. In Scituate, however, the method that we used to modified individual locations may not apply appropriately to all locations since some of Scituate's locations are highway roads. Table 6P.2 illustrates that small racial disparities (differences of 1.1% and 1.3%) exist in the South and North locations, which are made up of local roads.

Table 6P.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
North	315	14	1.9%	3.1%	4.4%	2.5%	1.3%
South	384	16	1.9%	3.1%	4.2%	2.3%	1.1%
Rt. 6 & Rt. 101	1534	175	NA	NA	11.4%	NA	NA
All Other State Highways	1021	38	NA	NA	3.7%	NA	NA

It is unclear the extent to which racial disparities may exist within the location of Route 6 and Route 102. Our modification of the full city census population using the surrounding towns suggests that overall Scituate's driving demographics are slightly more nonwhite than the residential population (2.2%). While residential drivers will affect the driving demographics on Route 6 and Route 102, transient traffic likely populates these roadways more so than other roads in Scituate. This may further mean that there are proportionately more nonwhites driving on this roadway compared to other parts of the community.

Even if this were the case, the citywide disparity that exists in Scituate is due primarily to traffic enforcement on Route 6 and Route 102. While Scituate may want to evaluate the extent to which they are choosing to allocate traffic enforcement on Route 6 and 102, there may be reason to believe that these major routes deserve a proportionally more enforcement resources. These roads constitute the bulk of traffic and may in fact be more dangerous. Scituate – while not of great concern regarding the existing disparity – should seek to optimize their traffic enforcement and keep in mind that they will undoubtedly stop proportionately more nonwhite motorists on Route 6 and Route 102.

Table 6P.3: Shift by Race

Shift		White	Non-White	Total
1st Shift	N	1,251	99	1,350
(8am – 4pm)	%	92.7%	7.3%	100.0%
2nd Shift	N	1,393	113	1,506
(4pm – 12am)	%	92.5%	7.5%	100.0%
3rd Shift	N	342	27	369
(12am – 8am)	%	92.7%	7.3%	100.0%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6P.3 illustrates that compared to the citywide non-white driving population of 3.1% all shifts stopped a disproportionate number of non-white drivers. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Within locations there is still little variation in the stop demographics of across shifts, as table 6P.4 shows. The location of Route 6 and 102 shows the highest proportion of nonwhites being stopped, yet it is relatively consistent across all shifts.

Table 6P.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
North	Shift 1 (8am - 4pm)	N	178	6	184
		%	96.7%	3.3%	100.0%
	Shift 2 (4pm - 12am)	N	84	5	89
		%	94.4%	5.6%	100.0%
	Shift 3 (12am - 8am)	N	31	1	32
		%	96.9%	3.1%	100.0%
South	Shift 1 (8am - 4pm)	N	207	9	216
		%	95.8%	4.2%	100.0%
	Shift 2 (4pm - 12am)	N	115	4	119
		%	96.6%	3.4%	100.0%
	Shift 3 (12am - 8am)	N	31	1	32
		%	96.9%	3.1%	100.0%
Rt. 6 & Rt. 101	Shift 1 (8am - 4pm)	N	457	63	520
		%	87.9%	12.1%	100.0%
	Shift 2 (4pm - 12am)	N	710	86	796
		%	89.2%	10.8%	100.0%
	Shift 3 (12am - 8am)	N	164	22	186
		%	88.2%	11.8%	100.0%
All Other State Highways	Shift 1 (8am - 4pm)	N	383	21	404
		%	94.8%	5.2%	100.0%
	Shift 2 (4pm - 12am)	N	463	14	477
		%	97.1%	2.9%	100.0%
	Shift 3 (12am - 8am)	N	106	3	109
		%	97.2%	2.8%	100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Scituate this does not appear to be the case. As Table 6P.5 illustrates racial demographics of traffic stops remain fairly consistent across all seasons of the year.

Table 6P.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	717	60	777
	%	92.3%	7.7%	100.0%
Spring (Mar – May)	N	973	86	1,059
	%	91.9%	8.1%	100.0%
Summer (Jun – Aug)	N	675	54	729
	%	92.6%	7.4%	100.0%
Fall (Sep – Nov)	N	675	45	720
	%	93.8%	6.3%	100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Scituate however little variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (4.1%) compared to white motorists (2.5%). In addition these types of stops are quite rare in Scituate.

Table 6P.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	76	10
	%	2.5%	4.1%
Motor Vehicle Violation	N	2,954	232
	%	97.2%	95.9%
Assist	N	17	1
	%	0.6%	0.4%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6P.7 indicates that the majority of stops are made for speeding violations for both racial groups. Here a higher proportion of white motorists are stopped for speeding than are nonwhite motorists. On the other hand, a higher proportion of nonwhite drivers are stopped for equipment violations and registration violations.

While there may be a relationship between race and the likelihood of equipment and registration violations, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment violations or registration violations, the department's apparent strategy to target these violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community in Scituate may wish to review the explanations for

racial disparities that have been identified in stops for equipment violations and registration violations by the Scituate Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Scituate non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletin.

Table 6P.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	1,848 61.2%	140 57.9%
Low Speeding (Under 15 mph)	N %	451 14.9%	24 9.9%
Other Traffic Violation	N %	289 9.4%	28 11.4%
Equipment Violation	N %	338 11.0%	42 17.1%
Registration Violation	N %	91 3.0%	16 6.5%
Calls for Service/APB	N %	26 0.8%	3 1.2%
City Ordinance Violation	N %	11 0.4%	1 0.4%
Special Detail	N %	18 0.6%	1 0.4%
Motorist Assist	N %	17 0.6%	1 0.4%
Warrant	N %	7 0.2%	1 0.4%

6Q: Smithfield

In Smithfield 10.4% of the drivers stopped were non-white compared to a non-white driving population estimate of 5.2% for the city, resulting in a 5.2% disparity. Smithfield fell into the statewide category of high concern using the measure of difference in percent and ratio. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Smithfield traffic stops are fairly evenly spread out across three different locations. Therefore citywide traffic stop patterns are not being overwhelmingly influenced by any one single location. Stops determined to be out of town stops and or assists were quite rare. The proportions of non-white stops ranged from a high of 12.8% in Patrol Sector 3 to a low of 7.5% in Patrol Sector 1. In all locations proportionately more of the stops were of non-white motorists than the citywide driving population estimate of 5.2%.

Table 6Q.1: Location by Race

Location		White	Non-White	Total
Patrol Sector 1	N	2,987	242	3,229
	%	92.5%	7.5%	100.0%
Patrol Sector 2	N	3,146	374	3,520
	%	89.4%	10.6%	100.0%
Patrol Sector 3	N	3,099	454	3,553
	%	87.2%	12.8%	100.0%
Out of Town Stops/Assists	N	4	0	4
	%	100.0%	0.0%	100.0%

It is also important to examine the existence of racial disparities within locations. Using citywide driving population measure rates described in earlier parts of the report, we modified the census population that corresponds with each police beat to better reflect the driving demographics of each location. Table 6Q.2 illustrates that disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in all locations.

Table 6Q.2: Modified Non-White Location Population Compared to Stop Population

Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Patrol Sector 1	3229	242	1.5%	3.5%	7.5%	6.0%	4.0%
Patrol Sector 2	3521	373	7.4%	9.4%	10.6%	3.2%	1.2%
Patrol Sector 3	3553	455	2.3%	4.3%	12.8%	10.5%	8.5%
Out of Town Stops/Assists	4	0	NA	NA	0.0%	NA	NA

In each location, the estimated populations became more non-white after our adjustment. However, disparities still exist in all three Patrol Sectors. Patrol Sector 3 continues to have the highest level of disparity (8.5%), whereas the disparity in Patrol Sector 1 (4.0%) becomes greater than Patrol Sector 2 (1.2%). Due to the small number of stops, the out of town stops/assists were not included in this analysis. Although the Smithfield Police Department should examine disparities that exist across all locations, particular attention should be paid to Patrol Sectors 1 and 3 where the disparities are highest.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6Q.3 illustrates that compared to the citywide non-white driving population of 5.2%, all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was slightly higher during the midnight to 8 a.m. shift than the other shifts. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6Q.3: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	3,162 90.7%	324 9.3%	3,486 100.0%
2nd Shift (4pm - 12am)	N %	3,518 90.2%	384 9.8%	3,902 100.0%
3rd Shift (12am - 8am)	N %	2,527 87.6%	359 12.4%	2,886 100.0%

Looking at the proportion of non-white stops by time of day within locations helps to identify if particular times of day affect the demographics of who is stopped. In Smithfield, all locations have a percentage of non-white stops that fall above the non-white driving estimation for the city (5.2%) across all three shifts. In all three Patrol Sectors the third shift has a higher percentage of non-white stops then shifts two and three. Patrol Sector 3 has the highest percentage of non-whites stopped across all three shifts compared to Patrol Sectors 1 and 2.

Table 6Q.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Sector 1	Shift 1 (8am - 4pm)	N %	1,116 93.7%	75 6.3%	1,191 100.0%
	Shift 2 (4pm – 12am)	N %	994 92.1%	85 7.9%	1,079 100.0%
	Shift 3 (12am – 8am)	N %	847 91.6%	78 8.4%	925 100.0%
Patrol Sector 2	Shift 1 (8am - 4pm)	N %	1,089 90.2%	118 9.8%	1,207 100.0%
	Shift 2 (4pm – 12am)	N %	1,160 91.0%	115 9.0%	1,275 100.0%
	Shift 3 (12am – 8am)	N %	864 86.2%	138 13.8%	1,002 100.0%
Patrol Sector 3	Shift 1 (8am - 4pm)	N %	929 87.8%	129 12.2%	1,058 100.0%
	Shift 2 (4pm – 12am)	N %	1,346 88.1%	182 11.9%	1,528 100.0%
	Shift 3 (12am – 8am)	N %	794 84.7%	143 15.3%	937 100.0%
Out of Town Stops	Shift 1 (8am - 4pm)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 2 (4pm – 12am)	N %	1 100.0%	0 0.0%	1 100.0%
	Shift 3 (12am – 8am)	N %	3 100.0%	0 0.0%	3 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. In Smithfield the proportion of non-white stops are fairly evenly distributed across all seasons. The proportion of non-white stops is highest in the summer (11.2% non-white) and is the lowest in the winter (8.9% non-white). However, the non-white stop population remains higher than the non-white driving population (5.2%) throughout all seasons of the year.

Table 6Q.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	2,279 91.1%	224 8.9%	2,503 100.0%
Spring (Mar – May)	N %	2,674 89.0%	330 11.0%	3,004 100.0%
Summer (Jun - Aug)	N %	2,134 88.8%	270 11.2%	2,404 100.0%
Fall (Sep – Nov)	N %	2,206 89.8%	250 10.2%	2,456 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorists was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorists are more likely to be stopped for criminal investigation purposes. In Smithfield however, there is very little variation in the proportion of non-white motorists who are stopped for investigatory reasons (4.3%) compared to white motorists (4.0%).

Table 6Q.6: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	370 4.0%	46 4.3%
Motor Vehicle Violation	N %	8,747 94.1%	1,000 93.4%
Assist	N %	201 2.2%	34 3.2%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6Q.7 indicates that while very few motorists of any race are stopped for speeding in Smithfield, white motorists were proportionately more likely to be stopped for speeding violations. 47.5% of non-white stops were for speeding compared to 38.1% of white stops. With the exception of equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions. In Smithfield, non-white motorists are stopped more often for equipment and registration violations than white motorists. 22.8% of white motorists are stopped for equipment violations compared to 30.0% of non-white motorists. 8.9% of white motorists were stopped for registration violations compared to 14.9% of non-white motorists.

While there may be a relationship between race and the likelihood of having an equipment violation or a registration violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment or registration violations, the department's apparent strategy to target equipment violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community in Smithfield may wish to review the explanations for racial disparities that have been identified in stops for equipment violations and registration violations as well as the stops in Patrol Areas 3 by the Smithfield Police Department.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Smithfield non-white and white motorists were both rarely stopped due to a warrant. Stops based on calls for service or all point bulletins were proportional for white (2.9%) and non-white (2.7%) motorists. Therefore indicators of criminal activity such as calls for service, APBs and warrants do not explain the existence of racially disparate stop patterns in Smithfield.

Table 6Q.7: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	3,709 40.2%	327 30.7%
Low Speeding (Under 15 mph)	N %	677 7.3%	79 7.4%
Other Traffic Violation	N %	1,789 19.3%	190 17.7%
Equipment Violation	N %	2,121 22.8%	322 30.0%
Registration Violation	N %	825 8.9%	160 14.9%
Calls for Service/APB	N %	272 2.9%	29 2.7%
City Ordinance Violation	N %	17 0.2%	2 0.2%
Special Detail	N %	223 2.4%	18 1.7%
Motorist Assist	N %	154 1.7%	31 2.9%
Warrant	N %	14 0.2%	3 0.3%

6R: State Police

The Rhode Island State Police made 94,508 traffic stops during this study, representing nearly 21% of all stops made in Rhode Island over the course of two years. The traffic stop demographics for the State Police were 20.3% nonwhite and the estimated driving population was 15.1% nonwhite. As was discussed in the initial determining disparities section, this produces a 5.2% disparity between the stop demographics and the estimated driving demographics. This disparity placed the Rhode Island State Police among a group of jurisdictions that are being examined more closely.

For the State Police the comparative population for the driving demographics of highways in Rhode Island was created using a rolling road survey methodology.⁴⁴ Observation data – particularly for highway driving populations – is becoming the most accepted type of data used in traffic stop disparity studies. In addition to its believed accuracy, observational data is useful because it can be broken down more easily to examine various questions than are other methodologies. Recall that in most other jurisdictions a modified census estimate was used to estimate the driving population. The computations used to construct this estimate – unlike observational data – are static in that they estimate the driving population over all times and locations the same way. Since observation data can be more useful for assess where, when and to what extent disparities may exist we can better compare our observational data to the stop data. Therefore in the second level review analysis we examine the relationship between particular traffic stops made by the State Police during the times and places which correspond to our observational data.

The following state police analysis begins with an evaluation of the existing disparity. In this first section we are testing to see if the initial disparity we observed changes when we more closely compare the observational data to the stop data. As was done with other jurisdictions the section of this review will provide information about any disparities.

On the traffic stop statistics cards, officers were required to indicate the location and the type of road they were on while making the traffic stop. Since the State Police have statewide jurisdiction, they chose to use each municipality as a location code. So for instance a State

⁴⁴ See Section Four for a full discussion about this methodology.

Trooper making a stop on the highway within the boundary of Exeter would mark his or her traffic card with appropriate code for this community. Available choices for road type were: highway (e.g. I-95, I-295, I-195), state numbered highway (Route 102, Route 88), and local road. Although there was an indication along the study that some officers may have been confused about which road type routes like Route 1 and Route 44 fall into because they are U.S. highways, we believe that for the most part State Troopers accurately completed these variables.⁴⁵

Using the location and road type fields of the traffic stop form we isolated those traffic stops that State Troopers made on Interstate I-95.⁴⁶ Selecting only these jurisdictions and only stops made on “highways,” we believe we are primarily examining stops made on I-95,⁴⁷ where road surveys were conducted.

Table 6R.1 below compares the stop demographics of stops made on I-95 to the observation data we collected on I-95. State Troopers made 34,958 traffic stops on I-95 over the course of the study. While 27.6% of the stops made on I-95 are nonwhite drivers, we observed that 15.1% of this highway’s driving population is nonwhite. This means that during the study period, the State Police stopped 12.5% more nonwhite drivers on I-95 than were observed in the driving survey of I-95.

Table 6R.1: Comparison of I-95 State Police Highway Stop Demographics to I-95 Observation Demographics

	N Stops	Percent	N Observations	Percent	Difference
White	25306	72.4	7838	84.9	-12.5
Nonwhite	9652	27.6	1396	15.1	12.5
Total	34958	100.0	9234	100.0	

Because driving demographics are hypothesized to change over time and our observational data only occurred between 8 a.m. and 6 p.m., we next examined the disparities between stops made

⁴⁵ Analyzing the extent of disparity without using road type in an analysis not presented here, we found there was very little difference in the results.

⁴⁶ The following municipalities and corresponding State Police locations fall along or very near I-95: Hopkinton, Richmond, Exeter, West Greenwich, East Greenwich, West Warwick, Warwick, Cranston, Providence, Pawtucket, Central Falls.

⁴⁷ If there were another highway road type that existed in one of these locations, stops on these roadways would also be included in the analysis here. For example, in Warwick I-295 turns off of I-95 so stops made on I-295 cannot be separated from stops made on I-95 in this community.

during these specific times of day and the observational data. Table 6R.2 illustrates that there is very little change in the observed racial disparity when we examine stops on I-95 during the observation times.

Table 6R.2: Comparison of I-95 State Police Highway Stop Demographics During Observation Time to Observation Demographics

	Stops	Percent	Observations	Percent	Difference
White	14616	74.1	7838	84.9	-10.8
Nonwhite	5120	25.9	1396	15.1	10.8
Total	19736	100.0	9234	100.0	

As this table shows, the disparity between the percentage of nonwhites stopped and the percentage of nonwhites observed on the highway still exists, though it is slightly lower. Using the most comparable stop data to the observation data, we found that the State Police stopped 10.8% more nonwhite drivers on I-95 than were observed to exist in the driving population on I-95.

One of the most important considerations for examining the context of disparities is the location in which they occur. Interstate 95 runs geographically from essentially the southwest corner of Rhode Island across the state to the northeast corner. Even in Rhode Island characteristics of I-95 change fairly dramatically across different sections of the highway.

First, the communities that lie along I-95 have different characteristics depending on which part of the state in which they exist. Communities in the northeast of Rhode Island comprise the Providence metropolitan area and are characteristically more urban and racially more nonwhite. These are communities such as Providence, Central Falls, Pawtucket and Cranston. As one travels south from the Providence area you begin to encounter the bulk of the southern suburban areas of Warwick, West Warwick, Coventry and East Greenwich. These communities likely have a high degree of commuter traffic, characteristically consist of large residential populations and are racially more white than those communities in the Providence area. The southern portion of Rhode Island is comparatively more rural, comprised of communities like Exeter, Richmond, Hopkinton and Westerly.

Second, the volume of daily traffic is different on certain sections of I-95.⁴⁸ Because traffic patterns change dramatically at certain points and the characteristics of the communities they feed into and draw cars out of, it is likely that demographics of I-95 also change across different sections. Since the demographics along different sections of the highway may differ, the racial disparities found within locations will also increase or decrease from the overall racial disparities we identified above (about a difference of 11%). To examine questions about the extent of racial disparities in certain sections of I-95 we constructed three separate location areas: 1) Providence Metro area, 2) I-95/I-295 split area and 3) southern I-95 area.⁴⁹ These locations were constructed based on the characteristics of the communities in these areas and the traffic volume patterns, as discussed above. In addition they were also constructed based on initial observations that suggested the driving demographics differ basically along these three sections.

Tables 6R.3 through 6R.5 compare the racial demographics of traffic stops made on I-95 to the observed demographics within each location. As these tables show, while disparities still exist in every area, there exist somewhat wide variations in the extent of racial disparities that exist in traffic stops between the three I-95 section areas. The southern I-95 area has the greatest disparity between the observed percentage of nonwhite drivers and the percentage of nonwhite drivers stopped by state police (a difference of 17.6%). Stops made in the Providence Metro area of I-95 were as disparate (a difference of 11.4%) as the overall state police I-95 disparity (about 11%), while stops made in the I-95/I-295 split area were less disparate (6.4%).

Table 6R.3: Comparison of I-95 Providence Metro Area State Police Highway Stop Demographics to I-95 Providence Metro Area Observation Data

	Stops	Percent	Observations	Percent	Difference
White	2798	67.3	2435	78.7	-11.4
Nonwhite	1359	32.7	659	21.3	11.4
Total	4157	100.0	3094	100.0	

⁴⁸ According to the RI Department of Transportation (DOT) Daily Traffic Flow Estimates (2000), the section in-and-around Providence has the highest daily traffic flow. In the Warwick area of I-95 traffic flows also remain high, however, traffic volume changes dramatically around this area. In this area two major highways intersect with I-95: Route 4 (which is a two lane highway) and I-295 (which loops around the outside of the Providence metro area). This area – particularly where Route 4 splits and feeds some of the major southern suburbs and Route 1 – is a “watershed” area for the interstate. At one point just north of the Route 4 split, the DOT daily traffic flow estimate is 153, 500 vehicles while just south of Route 4 the traffic volume is 61,200.

⁴⁹ Traveling south on I-95 the Providence Metro area is approximately the first 11 miles of highway, the I-95/I-295 area consists of miles 11.1 through 25.9 and southern I-95 area is miles 26 through 44. Miles may not be exact because of lane in which they were measured.

Table 6R.4: Comparison of I-95/I-295 Split Area State Police Highway Stop Demographics to I-95/I-295 Split Area Observation Data

	Stops	Percent	Observations	Percent	Difference
White	6185	81.4	2928	87.8	-6.4
Nonwhite	1414	18.6	407	12.2	6.4
Total	7599	100.0	3335	100.0	

Table 6R.5: Comparison of Southern I-95 Area State Police Highway Stop Demographics to Southern I-95 Area Observation Data

	Stops	Percent	Observations	Percent	Difference
White	5633	70.6	2475	88.2	-17.6
Nonwhite	2347	29.4	330	11.8	17.6
Total	7980	100.0	2805	100.0	

While it seems that officers from individual barracks may make stops in areas outside their barracks patrol area, there are certain barracks that predominately make stops within these three areas. The Hope Valley barracks predominately patrols the southern I-95 areas where the largest racial disparity was found in traffic stops. Lincoln Woods barracks predominately patrols the Providence Metro area where racial disparities were high as well. Lincoln Woods barracks and the Wickford barracks both patrol the I-95/I-295 split area where the lowest disparities among state police stops were found. The State Police should examine disparities that exist in all areas they patrol and each barracks commander should examine the disparities that exist within their barracks patrol areas. Special attention may need to be directed at the patrol practices in the southern I-95 areas and the Providence Metro area.

Contextual Analysis of All Stops: All State Police and Individual Barracks

The next section of the report does not require stops to be compared to specific locations. Therefore, the all State Police data (both highway and non-highway stops) will be examined together for the State Police as a whole and for each individual barrack.

Characteristics of the Encounter: Place, Time and Season

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. For the all State Police stops, the proportion of non-white stops was slightly higher during the midnight to 8 a.m. shift (23.7%). It is important to note, however, our earlier comparisons of daytime driving population

demographics to daytime stops demographics still constituted high levels of racial disparity.

Because we cannot accurately measure the driving demographics during night time hours it is not possible to draw conclusions about the higher rates of non-whites stopped during the third shift.

Such stops may be an area of future scrutiny by commanders within the State Police.

Table 6R.6: All State Police – Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	35,600 81.3%	8,175 18.7%	43,775 100%
2nd Shift (4pm - 12am)	N %	21,757 79.7%	5,558 20.3%	27,315 100%
3rd Shift (12am - 8am)	N %	14,953 76.3%	4,642 23.7%	19,595 100%

Fairly consistent patterns of stops by time of day were found across all barracks. Although the proportion of non-white drivers stopped varies by barrack the pattern of increasing proportion of non-white stops during the third shift is remains constant across the barracks.

State Police-Chepachet – Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	8,187 87.0%	1,224 13.0%	9,411 100.0%
2nd Shift (4pm - 12am)	N %	3,102 87.8%	431 12.2%	3,533 100.0%
3rd Shift (12am - 8am)	N %	2,485 83.8%	481 16.2%	2,966 100.0%

State Police-Hope Valley – Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	7,203 75.6%	2,321 24.4%	9,524 100.0%
2nd Shift (4pm - 12am)	N %	4,700 75.7%	1,508 24.3%	6,208 100.0%
3rd Shift (12am - 8am)	N %	3,592 69.6%	1,567 30.4%	5,159 100.0%

State Police-Lincoln Woods – Shift by Race

Shift		White	Non-White	Total
1st Shift	N	8,780	2,811	11,591
(8am - 4pm)	%	75.7%	24.3%	100.0%
2nd Shift	N	5,289	2,175	7,464
(4pm - 12am)	%	70.9%	29.1%	100.0%
3rd Shift	N	3,654	1,580	5,234
(12am - 8am)	%	69.8%	30.2%	100.0%

State Police-Portsmouth – Shift by Race

Shift		White	Non-White	Total
1st Shift	N	3,835	553	4,388
(8am - 4pm)	%	87.4%	12.6%	100.0%
2nd Shift	N	3,861	516	4,377
(4pm - 12am)	%	88.2%	11.8%	100.0%
3rd Shift	N	2,056	296	2,352
(12am - 8am)	%	87.4%	12.6%	100.0%

State Police-Wickford – Shift by Race

Shift		White	Non-White	Total
1st Shift	N	7,130	1,154	8,284
(8am - 4pm)	%	86.1%	13.9%	100.0%
2nd Shift	N	4,509	850	5,359
(4pm - 12am)	%	84.1%	15.9%	100.0%
3rd Shift	N	2,942	629	3,571
(12am - 8am)	%	82.4%	17.6%	100.0%

Racial disparities in traffic stops has been posited to be the result of seasonal differences in traffic enforcement. For the State Police this does not appear to be the case. As Table 6R.8 illustrates the racial demographics of stops remains constant across all seasons of the year. A similar pattern of non-variation across seasons holds for each State Police barrack.

Table 6R.7: All State Police – Season by Race

Season		White	Non-White	Total
Winter	N	18,216	4,446	22,662
(Dec - Feb)	%	80.4%	19.6%	100%
Spring	N	20,503	5,341	25,844
(Mar – May)	%	79.3%	20.7%	100%
Summer	N	17,246	4,576	21,822
(Jun - Aug)	%	80.1%	19.9%	100%
Fall	N	18,473	4,584	23,057
(Sep - Nov)	%	79.7%	20.3%	100%

State Police Chepachet - Season by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	3,189 86.2%	511 13.8%	3,700 100.0%
Spring (Mar – May)	N %	4,205 86.2%	671 13.8%	4,876 100.0%
Summer (Jun – Aug)	N %	3,400 85.8%	561 14.2%	3,961 100.0%
Fall (Sep – Nov)	N %	3,436 87.7%	482 12.3%	3,918 100.0%

State Police Hope Valley – Season by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	3,973 74.7%	1,348 25.3%	5,321 100.0%
Spring (Mar – May)	N %	4,204 73.5%	1,516 26.5%	5,720 100.0%
Summer (Jun - Aug)	N %	3,541 73.5%	1,276 26.5%	4,817 100.0%
Fall (Sep - Nov)	N %	4,212 74.8%	1,416 25.2%	5,628 100.0%

State Police Lincoln Woods - Season by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	4,303 74.4%	1,479 25.6%	5,782 100.0%
Spring (Mar – May)	N %	5,039 72.7%	1,895 27.3%	6,934 100.0%
Summer (Jun - Aug)	N %	4,171 71.4%	1,669 28.6%	5,840 100.0%
Fall (Sep - Nov)	N %	4,721 73.5%	1,706 26.5%	6,427 100.0%

State Police Portsmouth – Season by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	2,660 88.7%	339 11.3%	2,999 100.0%
Spring (Mar – May)	N %	2,618 87.5%	375 12.5%	2,993 100.0%
Summer (Jun - Aug)	N %	2,320 86.6%	359 13.4%	2,679 100.0%
Fall (Sep - Nov)	N %	2,424 88.0%	331 12.0%	2,755 100.0%

State Police Wickford – Season by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	3,802 84.9%	678 15.1%	4,480 100.0%
Spring (Mar – May)	N %	4,181 83.8%	807 16.2%	4,988 100.0%
Summer (Jun - Aug)	N %	3,585 84.8%	643 15.2%	4,228 100.0%
Fall (Sep - Nov)	N %	3,448 85.3%	595 14.7%	4,043 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some have suggested that non-white motorists are more likely to be stopped for investigative purposes. For the State Police, however, the reason for the stop does not appear to explain any of the existing racial disparities in stops compared to the driving population demographics. The reason for the stop is fairly consistent between white and non-white drivers. There are however, some individual barrack differences in the reason for the stop by race which should be noted. For example, in Hope Valley 81.5% of white motorists were stopped for motor vehicle violations compared to 84.6% of non-white motorists. Investigatory stops were rare across all barracks.

Table 6R.8: All State Police – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	1,134 1.5%	347 1.8%
Motor Vehicle Violation	N %	60,682 80.6%	15,456 80.6%
Assist	N %	12,612 16.7%	3,120 16.3%

State Police Chepachet – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	168	52
	%	1.2%	2.3%
Motor Vehicle Violation	N	11,956	1,990
	%	84.4%	89.5%
Assist	N	2,084	195
	%	14.7%	8.8%

State Police Hope Valley – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	346	68
	%	2.2%	1.2%
Motor Vehicle Violation	N	13,062	4,730
	%	81.5%	84.6%
Assist	N	2,688	808
	%	16.8%	14.5%

State Police Lincoln Woods – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	363	195
	%	2.0%	2.9%
Motor Vehicle Violation	N	13,783	5,144
	%	75.3%	76.0%
Assist	N	4,234	1,466
	%	23.1%	21.7%

State Police Portsmouth – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	122	29
	%	1.2%	2.1%
Motor Vehicle Violation	N	1,145	175
	%	11.4%	12.4%
Assist	N	1,038	151
	%	10.3%	10.7%

State Police Wickford – Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	242	48
	%	1.6%	1.8%
Motor Vehicle Violation	N	12,416	2,198
	%	82.1%	80.5%
Assist	N	2,531	494
	%	16.7%	18.1%

In addition to the reason for the stop given by the officer, any analysis of racial disparities in stop practices must examine if there are racial differences in the legal basis that officers provide as their authority to stop a motorist. Table 6R.10 indicates that white drivers are more likely to be stopped for high-speeding violations than non-white motorists, with 23.2% of the white drivers being stopped for speeding compare to 15.6% of the non-white drivers. In addition, non-white motorists are stopped more often for registration and equipment violations than white motorists. 8.9% of white motorists are stopped for equipment violations compared to 12.7% of non-white motorists. 1.3% of white motorists are stopped for registration violations compared to 4.4% of non-white motorists. While there may be a relationship between race and the likelihood of having an equipment or registration violation, little is known about the frequency of such violations in the estimated driving population. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stop.

Table 6R.9: All State Police – Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	16,822 23.2%	2,847 15.6%
Low Speeding (under 15 mph)	N %	25,982 35.8%	6,540 36%
Other Traffic Violation	N %	9,279 12.8%	2,440 12.7%
Equipment Violation	N %	6,458 8.9%	2,305 12.7%
Registration Violation	N %	1,006 1.3%	803 4.4%
Calls for Service/APB	N %	268 0.3%	92 0.5%
City Ordinance Violation	N %	29 0%	9 0%
Special Detail	N %	150 0.2%	42 0.2%
Motorist Assist	N %	12,324 17%	3,037 16.7%
Warrant	N %	30 0%	24 0%

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, for the State Police, non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletin. Although the State Police make proportionately more assists than municipal agencies, troopers stop white and non-white drivers at equivalent rates.

State Police Chepachet - Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	4,375 31.6%	465 21.3%
Low Speeding (under 15 mph)	N %	4,585 33.1%	355 16.3%
Other Traffic Violation	N %	2,084 14.7%	591 26.6%
Equipment Violation	N %	874 6.2%	468 21.1%
Registration Violation	N %	318 2.2%	299 13.5%
Calls for Service/APB	N %	32 0.2%	14 0.6%
City Ordinance Violation	N %	1 0.0%	1 0.0%
Special Detail	N %	111 0.8%	13 0.6%
Motorist Assist	N %	2,008 14.1%	184 8.3%
Warrant	N %	6 0.0%	10 0.5%

State Police Hope Valley – Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	5,745 36.9%	2,765 50.6%
Low Speeding (Under 15 mph)	N %	3,754 24.1%	1,132 20.7%
Other Traffic Violation	N %	2,004 12.5%	567 10.1%
Equipment Violation	N %	1,805 11.3%	439 7.8%
Registration Violation	N %	271 1.7%	134 2.4%
Calls for Service/APB	N %	94 0.6%	27 0.5%
City Ordinance Violation	N %	14 0.1%	2 0.0%
Special Detail	N %	100 0.6%	14 0.2%
Motorist Assist	N %	2,633 16.4%	786 14.0%
Warrant	N %	23 0.1%	13 0.2%

State Police Lincoln Woods – Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	6,464 36.1%	1,765 26.6%
Low Speeding (Under 15 mph)	N %	2,847 15.9%	592 8.9%
Other Traffic Violation	N %	3,282 17.9%	1,448 21.4%
Equipment Violation	N %	1,287 7.0%	1,189 17.6%
Registration Violation	N %	395 2.2%	569 8.4%
Calls for Service/APB	N %	83 0.5%	39 0.6%
City Ordinance Violation	N %	5 0.0%	3 0.0%
Special Detail	N %	107 0.6%	39 0.6%
Motorist Assist	N %	4,166 22.8%	1,433 21.2%
Warrant	N %	24 0.1%	22 0.3%

State Police Portsmouth – Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	3,308 33.4%	369 26.6%
Low Speeding (Under 15 mph)	N %	2,842 28.7%	341 24.6%
Other Traffic Violation	N %	1,442 14.3%	218 15.5%
Equipment Violation	N %	1,438 14.3%	306 21.8%
Registration Violation	N %	161 1.6%	45 3.2%
Calls for Service/APB	N %	20 0.2%	6 0.4%
City Ordinance Violation	N %	1 0.0%	1 0.1%
Special Detail	N %	25 0.2%	6 0.4%
Motorist Assist	N %	1,036 10.3%	152 10.8%
Warrant	N %	4 0.0%	3 0.2%

State Police Wickford - Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	5,805 39.4%	1,095 41.1%
Low Speeding (Under 15 mph)	N %	2,555 17.3%	373 14.0%
Other Traffic Violation	N %	2,239 14.9%	375 13.8%
Equipment Violation	N %	1,982 13.2%	387 14.2%
Registration Violation	N %	242 1.6%	94 3.5%
Calls for Service/APB	N %	94 0.6%	18 0.7%
City Ordinance Violation	N %	11 0.1%	2 0.1%
Special Detail	N %	42 0.3%	8 0.3%
Motorist Assist	N %	2,404 16.0%	476 17.5%
Warrant	N %	9 0.1%	8 0.3%

6S: University of Rhode Island

At the University of Rhode Island 17.8% of the stopped population were non-white compared to a driving population estimate of 11.4% for the city, resulting in a 6.4% disparity. For the University of Rhode Island we used the student population figures as the source of population estimates for our analysis of racial disparities. The University of Rhode Island fell into the statewide category of moderate concern the measure difference in percent. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

The University of Rhode Island (URI) only had one location indicated for all traffic stops; therefore it was impossible to disaggregate traffic stop patterns by locations within the city.

Table 6S.1: Location by Race

Location		White	Non-White	Total
URI	N	1,062	218	1,280
	%	83.0%	17.0%	100.0%

With only one location code, URI is limited to using the campus wide measure of the driving population. 17.0% of the traffic stops made by the URI police were of non-white drivers compared to a population estimate of 11.4%. It is impossible to compare population by road type since we cannot estimate the demographic differences of drivers on different roadways.

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of importance to law enforcement administrators in the effort to reduce citywide disparities. Table 6S.2 illustrates that compared to the campus wide non-white driving population of 11.4% all three shifts stopped a disproportionate number of non-white drivers. The proportion of non-white stops was highest during the midnight to 8 a.m. shift (20.1%). It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Table 6S.2: Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	36 87.8%	5 12.2%	41 100.0%
2nd Shift (4pm - 12am)	N %	915 82.3%	197 17.7%	1,112 100.0%
3rd Shift (12am - 8am)	N %	111 79.9%	28 20.1%	139 100.0%

Racial disparities in traffic stops have been posited to be the result of seasonal differences in traffic enforcement. At the University of Rhode Island, the overall volume of stops is fairly similar across all seasons. The highest level of disparity occurs in the summer (19.7% non-white) compared to the lowest in the winter (15.4% non-white). However, the proportion of non-whites stopped is higher than the campus-wide driving population estimate (11.4%) across all seasons.

Table 6S.3: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	225 84.6%	41 15.4%	266 100.0%
Spring (Mar – May)	N %	301 81.6%	68 18.4%	369 100.0%
Summer (Jun - Aug)	N %	245 80.3%	60 19.7%	305 100.0%
Fall (Sep - Nov)	N %	313 83.0%	64 17.0%	377 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorists was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some community members have suggested that non-white motorist are more likely to be stopped for criminal investigation purposes. At URI however, only a slight variation exists in the proportion of non-white motorists who are stopped for investigatory reasons (4.2%) compared to white motorists (2.7%).

Table 6S.4: Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	29 2.7%	10 4.2%
Motor Vehicle Violation	N %	1,044 96.0%	217 91.6%
Assist	N %	15 1.4%	10 4.2%

Although there were no meaningful racial differences in the reason for the stop given by an officer, racial differences may exist in the legal basis for the traffic stop. Table 6S.5 indicates, that white motorists were proportionately more likely to be stopped for speeding violations. 19.9% of non-white stops were for speeding compared to 27.5% of white stops. With the exception of other traffic violations, equipment violations and registration violations, white and non-white motorists were stopped at relatively equal proportions. At URI, Non white drivers are stopped for other traffic violations more often than white drivers with 53.2 % of the non white drivers being stopped for other traffic violations compared to 46.8% of the white drivers. In addition, non-white motorists are stopped more often for equipment and registration violations than white motorists. 2.9% of white motorists are stopped for equipment violations compared to 7.7% of non-white motorists. 0.7% of white motorists were stopped for registration violations compared to 3.0% of non-white motorists.

While there may be a relationship between race and the likelihood of having an equipment violation or a registration violation, little is known about the frequency of such violations in the estimated driving population. Even if there were potential racial differences in equipment or registration violations, the department's apparent strategy to target equipment violations has contributed to producing racial disparities in stops. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stops. The police and community at URI may wish to review the explanations for racial disparities that have been identified in stops for equipment violations and registration violations as well as the stops other traffic violations.

Some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns. At the University of Rhode Island however, non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletins.

Table 6S.5: Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	293 27.5%	46 19.9%
Low Speeding (Under 15 mph)	N %	201 18.8%	26 11.3%
Other Traffic Violation	N %	510 46.8%	124 53.2%
Equipment Violation	N %	32 2.9%	18 7.7%
Registration Violation	N %	8 0.7%	7 3.0%
Calls for Service/APB	N %	3 0.3%	2 0.9%
City Ordinance Violation	N %	8 0.7%	1 0.4%
Special Detail	N %	5 0.5%	1 0.4%
Motorist Assist	N %	12 1.1%	9 3.9%
Warrant	N %	0 0.0%	0 0.0%

6T: Woonsocket

In Woonsocket 30.4% of the stopped population were non-white compared to a driving population estimate of 14.6% for the city resulting in a difference in percents of 15.8%. The City of Woonsocket fell into the statewide category of high concern using both measures of difference in percent and ratios. The following tables help clarify places where these disparities emerge and provide more information which may help community members and law enforcement administrators target strategies to reduce these disparities.

Characteristics of the Encounter: Place, Time and Season

In Woonsocket the proportion of non-white stops was relatively similar across all six locations. Beat 6 and Beat 5 had the highest proportion of non-white stops (41.2% and 35.4% respectively) although these two beats also made the smallest number of total stops.

Table 6T.1: Location by Race

Location		White	Non-White	Total
Beat 1	N	2,456	1,018	3,474
	%	70.7%	29.3%	100.0%
Beat 2	N	738	360	1,098
	%	67.2%	32.8%	100.0%
Beat 3	N	700	270	970
	%	72.2%	27.8%	100.0%
Beat 4	N	994	359	1,353
	%	73.5%	26.5%	100.0%
Beat 5	N	255	140	395
	%	64.6%	35.4%	100.0%
Beat 6	N	322	226	548
	%	58.8%	41.2%	100.0%

To better understand how to interpret the location data it is important to compare the proportion of non-white stops in each location to the proportion of non-white estimated drivers in each location. Using citywide driving population rates described in earlier parts of the report we modified the census population that correspond with each police beat to better reflect the driving demographics of each location. Table 6T.2 illustrates that sizeable disparities exist in the proportion of non-white drivers stopped compared the estimate of non-white drivers in all six locations. Beat 6 had the highest proportion of non-white stops overall, however when compared

to the estimated driving population in each location, Beat 5 and Beat 3 actually had the greatest disparity between the non-white stop population and the non-white driving population.

Table 6T.2: Modified Non-White Location Population Compared to Stop Population

	Location	Total Stops in Location	Total Non-White Stops in Location	% Non-White Location Census	% Non-White Location Census Modified	% Non-White Stops	Census Difference	LMC Difference
Beat	1	3474	1022	15.3%	14.8%	29.3%	14.0%	14.5%
Beat	2	1098	361	16.2%	15.7%	32.8%	16.7%	17.2%
Beat	3	970	270	7.5%	7.0%	27.8%	20.3%	20.8%
Beat	4	1353	361	11.2%	10.7%	26.5%	15.3%	15.8%
Beat	5	395	140	12.6%	12.1%	35.4%	22.8%	23.3%
Beat	6	548	226	26.8%	26.3%	41.2%	14.4%	14.9%

Not surprisingly, the locations with have the highest traffic stop activity (Beat 1, Beat 2, Beat 4) have disparity rates similar to the citywide disparity of 15.8%. Because these beats have the most active traffic enforcement activity they are largely causing any citywide disparities. Commonly jurisdictions will argue that citywide disparities in non-white stops compared to an estimated non-white driving population are due to organizational mandates to focus police activity in high-crime and often high non-white communities. Because traffic stops in Woonsocket are heavily concentrated in locations that do not correspond with high non-white residential or driving populations, the concentration of stops in particular non-white neighborhoods as a function of crime reduction activity does not appear to explain the citywide disparities that exist in Woonsocket.

Table 6T.3: Shift by Race

Shift		White	Non-White	Total	Estimated Non-White Driving Population	Non-White Disparity by Shift
1st Shift (8am - 4pm)	N %	2,120 74.9%	709 25.1%	2,829 100.0%	14.6%	10.5%
2nd Shift (4pm – 12am)	N %	2,659 65.4%	1,407 34.6%	4,066 100.0%	14.6%	20%
3rd Shift (12am – 8am)	N %	786 72.0%	305 28.0%	1,091 100.0%	14.6%	13.4%

Time of day is often considered an important variable for understanding why disparities occur. Identifying particular shifts where disparities are greatest may be of particular importance to law enforcement administrators. Table 6T.2 illustrates that the proportion of non-white stops was highest during the 4 p.m. to midnight shift. It is important to note, however, that it is difficult to draw conclusions about disparate stop practices across times of day because our estimated driving population estimate is a constant measure of the driving demographics and cannot account for shifts in driving demographics that occur throughout the day.

Within locations all shifts have a percentage of non-white stops that fall above the non-white driving estimation for the city (14.6%). In Beat 6 and Beat 5 the patrol areas with the highest proportion of stops of non-white motorists, the greatest number of non-white stops occurred during the hours between 4 p.m. and midnight. In Beat 1, the patrol area where the majority of traffic stops occur throughout the city, the demographics of stops were relatively constant across the three shift periods.

Table 6T.4: Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Beat 1	Shift 1 (8am - 4pm)	N %	1,028 74.0%	362 26.0%	1,390 100.0%
	Shift 2 (4pm - 12am)	N %	1,047 68.7%	476 31.3%	1,523 100.0%
	Shift 3 (12am - 8am)	N %	291 70.1%	124 29.9%	415 100.0%
Beat 2	Shift 1 (8am - 4pm)	N %	215 72.1%	83 27.9%	298 100.0%
	Shift 2 (4pm - 12am)	N %	377 62.6%	225 37.4%	602 100.0%
	Shift 3 (12am - 8am)	N %	109 75.2%	36 24.8%	145 100.0%
Beat 3	Shift 1 (8am - 4pm)	N %	244 78.7%	66 21.3%	310 100.0%
	Shift 2 (4pm - 12am)	N %	349 68.3%	162 31.7%	511 100.0%
	Shift 3 (12am - 8am)	N %	82 71.9%	32 28.1%	114 100.0%
Beat 4	Shift 1 (8am - 4pm)	N %	398 78.3%	110 21.7%	508 100.0%
	Shift 2 (4pm - 12am)	N %	379 67.8%	180 32.2%	559 100.0%
	Shift 3 (12am - 8am)	N %	175 77.1%	52 22.9%	227 100.0%
Beat 5	Shift 1 (8am - 4pm)	N %	65 78.3%	18 21.7%	83 100.0%
	Shift 2 (4pm - 12am)	N %	148 58.7%	104 41.3%	252 100.0%
	Shift 3 (12am - 8am)	N %	29 70.7%	12 29.3%	41 100.0%
Beat 6	Shift 1 (8am - 4pm)	N %	50 74.6%	17 25.4%	67 100.0%
	Shift 2 (4pm - 12am)	N %	216 54.5%	180 45.5%	396 100.0%
	Shift 3 (12am - 8am)	N %	44 62.0%	27 38.0%	71 100.0%

Racial disparities in traffic stops has been posited to be the result of seasonal differences in traffic enforcement. In Woonsocket this does not appear to be the case. As Table 6T.5 illustrates the racial demographics of stops remains constant across all seasons of the year.

Table 6T.5: Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,313 66.9%	651 33.1%	1,964 100.0%
Spring (Mar – May)	N %	1,735 69.9%	746 30.1%	2,481 100.0%
Summer (Jun – Aug)	N %	1,347 69.9%	581 30.1%	1,928 100.0%
Fall (Sep – Nov)	N %	1,349 72.1%	522 27.9%	1,871 100.0%

Characteristics of the Stop: Reason for Stop and Basis for Stop

Information about both the reason and the legal basis for why a motorist was stopped may be one of the most helpful ways to understand the existence of racial disparities in traffic stops. For example, much of the literature has focused on disparities in traffic stops for highly discretionary police actions. Some have suggested that non-white motorists are more likely to be stopped for investigative purposes. Citywide in Woonsocket non-white motorists are slightly more likely than white motorists to be stopped for an investigatory reason (14.5% whites and 16.5% non-whites).

Table 6T.6: Reason for the Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	831 14.5%	413 16.5%
Motor Vehicle Violation	N %	4,841 84.2%	2,049 82.1%
Assist	N %	91 1.6%	45 1.8%
Total	N %	5763 100%	2507 100%

In addition to the reason for the stop given by the officer, any analysis of racial disparities in stop practices must examine if there are racial differences in the legal basis that officers provide as their authority to stop a motorist. Table 6T.7 indicates that white drivers are more likely to be stopped for speeding than non-white motorists, with 24% of the white drivers being stopped for speeding compare to 14.8% of the nonwhite drivers. In addition, that non-white motorists are stopped more often for registration and equipment violations than white motorists. 19% of white motorists are stopped for equipment violations compared to 26% of non-white motorists. 9.1%

of white motorists are stopped for registration violations compared to 12.4% of non-white motorists. While there may be a relationship between race and the likelihood of having an equipment or registration violation, little is known about the frequency of such violations in the estimated driving population. More importantly however, equipment and registration violations are perceived by members of the community to be highly discretionary reasons for a traffic stop.

Although some law enforcement agencies have suggested that calls for service or reports of suspicious persons may explain racial differences in stop patterns, in Woonsocket non-white and white motorists were both rarely stopped due to a warrant, call for service or all point bulletin.

Table 6T.7: Legal Basis for Stop by Race

Basis for Stop		White	Non-White
High Speeding (15 mph and over)	N %	772 13.9%	224 9.3%
Low Speeding (Under 15 mph)	N %	562 10.1%	133 5.5%
Other Traffic Violation	N %	1,933 34.0%	780 31.7%
Equipment Violation	N %	1,082 19.1%	651 26.5%
Registration Violation	N %	514 9.1%	304 12.4%
Calls for Service/APB	N %	214 3.8%	98 4.0%
City Ordinance Violation	N %	213 3.8%	111 4.5%
Special Detail	N %	375 6.6%	133 5.4%
Motorist Assist	N %	150 2.6%	67 2.7%
Warrant	N %	45 0.8%	37 1.5%

Section 7

Examination of Racial Disparities in Searches

Nationwide, racial disparities in the likelihood of being searched once a vehicle is stopped have become one of the most persistent concerns in assessments of racial profiling. Numerous studies of police traffic stop activity suggest that non-white motorists are significantly more likely to be searched once they are stopped than white motorists. Although there are a number of important factors that may explain the existence of such racial differences, disparate search rates, more than any other post-stop activity, are consistently identified as among the most problematic issues by members of the community of color.

In Rhode Island, racial disparities in search rates have been a persistent concern throughout the two-year study. This concern has been noted in each of the quarterly reports submitted during the course of this study. Table 7.1 illustrates the racial breakdown for post-stop activity in all jurisdictions, including searches statewide. It is important for the reader to remember that the following breakdown of post-stop activity includes both discretionary and non-discretionary searches which will be separated for later sections of the analysis.

Statewide white and non-white drivers are cited, once stopped, at roughly equivalent rates. Although little racial disparity exists in citation patterns there are large racial differences in both search and arrest rates. Statewide only 6.3% of white drivers are searched compared to 15.4% of non-white drivers. In addition to being searched more often non-white drivers are substantially more likely to be arrested as a result of a traffic stop. In comparison, as indicated in table 7.1 above the proportion of drivers who receive a traffic citation as opposed to a warning is fairly consistent across racial groups.

Table 7.1: Traffic Stop Activity by Race

	White				Non-White			
Jurisdiction	N	% Cited	% Arrested	% Searched	N	% Cited	% Arrested	% Searched
Full State	368,227	53.6%	3.4%	6.3%	74,646	56.0%	9.7%	15.4%
All State Police	75,322	65.6%	2.3%	4.3%	19,186	65.2%	6.7%	9.5%
Barrington	2,797	50.4%	2.2%	2.3%	144	48.6%	4.2%	5.0%
Bristol	8,739	39.5%	2.7%	10.5%	407	49.1%	5.7%	21.0%
Burrillville	3,552	29.9%	3.4%	6.8%	76	31.6%	6.6%	13.2%
Central Falls	2,150	60.2%	7.9%	16.0%	2,920	63.9%	13.2%	22.1%
Charlestown	3,604	36.5%	3.2%	4.6%	226	35.3%	8.0%	12.6%
Coventry	6,252	28.5%	2.0%	6.4%	236	28.1%	3.0%	8.2%
Cranston	6,293	37.4%	3.7%	11.2%	2,613	38.1%	4.9%	14.9%
Cumberland	8,087	15.4%	5.0%	7.6%	1,444	20.0%	8.2%	12.4%
East Greenwich	2,598	42.1%	6.5%	7.9%	260	42.2%	17.2%	19.5%
East Providence	17,133	47.3%	6.0%	13.1%	4,733	38.3%	15.3%	24.5%
Foster	1,147	81.2%	4.1%	8.2%	215	74.1%	7.1%	10.7%
Glocester	5,702	65.4%	4.0%	4.2%	240	76.6%	8.4%	10.1%
Hopkinton	4,240	42.6%	3.8%	7.2%	300	44.1%	6.4%	8.9%
Jamestown	686	20.1%	3.4%	4.5%	47	15.2%	6.5%	11.4%
Johnston	11,053	88.8%	1.8%	3.2%	1,585	81.5%	7.7%	10.3%
Lincoln	6,137	26.5%	4.9%	5.7%	1,857	33.3%	10.8%	12.0%
Little Compton	3,697	11.4%	3.7%	5.7%	117	13.7%	7.7%	12.0%
Middletown	4,621	49.8%	4.6%	7.9%	657	47.5%	9.5%	15.1%
Narragansett	5,315	45.1%	5.5%	7.1%	460	46.7%	10.0%	16.2%
New Shoreham	727	23.5%	2.9%	5.0%	46	21.7%	4.3%	11.6%
Newport	19,105	7.2%	2.1%	4.2%	2,812	12.7%	7.1%	13.8%
North Kingstown	7,842	68.3%	3.3%	6.5%	764	65.3%	7.7%	14.0%
North Providence	7,972	44.3%	4.8%	8.1%	2,775	44.5%	9.9%	15.7%
North Smithfield	5,443	31.5%	3.5%	6.3%	936	43.8%	9.5%	14.4%
Pawtucket	26,195	97.9%	0.7%	1.1%	7,738	94.0%	3.1%	0.5%
Portsmouth	9,895	59.1%	3.7%	8.1%	895	56.6%	10.2%	16.7%
Providence	7,163	56.7%	9.6%	19.0%	9,212	51.2%	20.7%	32.1%
Richmond	1,853	86.6%	3.9%	6.7%	149	78.8%	4.1%	10.3%
Scituate	3,075	68.2%	5.4%	7.6%	247	66.5%	13.5%	20.2%
Smithfield	9,302	65.9%	7.6%	8.3%	1,074	62.7%	16.7%	16.0%
South Kingstown	27,404	49.2%	0.9%	1.1%	2,060	46.4%	2.7%	3.4%
SP-Chepachet	14,332	77.5%	2.4%	2.8%	2,244	79.3%	12.9%	12.0%
SP-Hope Valley	16,148	65.4%	2.3%	6.9%	5,633	73.9%	3.2%	7.5%
SP-Lincoln Woods	18,446	63.6%	2.7%	4.3%	6,828	57.8%	8.8%	11.8%
SP-Portsmouth	10,122	56.3%	2.0%	3.8%	1,423	50.0%	5.6%	8.6%
SP-Wickford	15,216	63.7%	2.1%	3.1%	2,749	62.3%	4.1%	6.2%
Tiverton	6,835	22.8%	2.2%	3.9%	185	26.8%	3.3%	14.4%
University of RI	1,102	55.0%	1.3%	2.3%	238	53.4%	4.3%	7.7%
Warren	5,899	26.9%	2.7%	7.4%	411	31.9%	5.4%	16.7%
Warwick	26,400	60.3%	3.3%	8.4%	3,384	53.3%	5.9%	16.0%
West Greenwich	3,113	53.3%	4.4%	5.3%	175	53.2%	7.5%	9.3%
West Warwick	6,462	52.3%	8.5%	8.2%	675	44.3%	14.4%	14.6%
Westerly	7,547	46.0%	6.5%	11.2%	611	44.8%	11.8%	19.3%
Woonsocket	5,818	45.2%	10.3%	15.4%	2,536	46.8%	18.7%	27.7%

Because of the large disparities between white and non-white searches observed statewide and the prominence of this issue in the national literature and the concern expressed by the Traffic Stop Advisory Committee over these disparities we have devoted a full section of the report to examining where disparities occur and providing information about the contexts in which such disparities may arise.

There are two important reasons why racially disparate search rates have been viewed with such concern both in Rhode Island and nationally. First, being searched changes the character of a traffic stop. In the mind of many motorists searches transform the stop from a potentially benign civil enforcement action to a more serious suspicion of criminal activity. Motorists of color report that once a search is instigated the traffic stop itself is viewed as only a pre-text to justify searching and harassing motorists.⁵⁰ Many motorists perceive being searched as an implication of criminality. While being cited is certainly perceived as a hassle, it is an outcome of the traffic stop which people are often willing to accept because they recognize that they were in fact violating a traffic law. Although legitimate questions may exist about why officers choose to stop a particular individual who was violating a traffic law among a group of many individuals violating similar traffic laws, the question of racial profiling comes down to the perception that individuals are treated suspiciously, and therefore differently, because of their membership in particular racial groups. Searches heighten the perception that law enforcement perceives particular motorists as potential criminals.

The second reason why racially disparate search rates receive so much attention is that searches are thought to be more discretionary than other post stop activity such as arrests. Officers need much less evidence of illegal behavior to conduct a search of a person or a vehicle than that necessary to justify an arrest. As a result, officer bias rather than individual motorist behavior has in the past been blamed for racial disparities in search patterns. Although there is a fairly large body of literature in criminal justice on police discretion in arrest decisions, very little systematic information exists about the discretionary decisions of officers to search a person or a

⁵⁰ For numerous examples of such perceptions see David Harris, 2002, *Profiles in Injustice: Why Racial Profiling Can't Work*, New York: New Press.

vehicle. From the police perspective, the factors which prompt a legally justified searching of a vehicle or motorists are multiple and complex.

Establishing the Legal Basis for a Search

An officer's decision to conduct a search during a traffic stop is limited by a number of legal protections. Most importantly, police searches of vehicles are protected by the Fourth Amendment doctrine that we are secure in our "persons, houses, papers and effects, against unreasonable searches and seizures."⁵¹ Throughout the years the courts have clarified exactly how this phrase applies to the searches of motor vehicles. In a landmark decision in 1925, the Supreme Court reasoned that drivers of vehicles have a lower expectation of privacy than residents in a home and therefore police are not required to obtain a warrant prior to searching a vehicle.⁵² While the court has clearly specified that in most instances the police are required to obtain a warrant prior to the search of a home, motor vehicle searches are subject to the "automobile exception" to the warrant requirement. Because automobiles are mobile, allowing for easier escape of valuable evidence or suspects, and because drivers expect regulations to govern their driving privileges, such as a driver's license, speed limits, and equipment regulations, vehicles searches are subject to a lower threshold of protection.

Five basic legal thresholds govern the search of automobiles or persons following a lawful traffic stop. Searches may be conducted on the basis of consent, probable cause, reasonable suspicion, as an inventory for impounded vehicles, or incident to arrest. One of the most controversial issues related to the legal justification for searching a vehicle or person following a traffic stop is the use of consent searches. Unlike searches based on probable cause or reasonable suspicion, consent searches do not require officers to establish a level of specific suspicion to justify searching the vehicle. Many criticisms of consent searches have arisen out of the racial profiling controversy. Most importantly, critics argue that traffic stops are inherently coercive and therefore the voluntary nature of a consent search is undermined. Nationwide law enforcement agencies and state legislatures have taken steps to limit or prohibit the use of consent searches due to the perception that the use of consent searches may result in racially disparate search behavior by law enforcement officers

⁵¹ Fourth Amendment, United States Constitution

Understanding that there are many different routes by which officers may legally conduct a search following traffic stops, our analysis of racial disparities searches had to be conducted with these differences in mind. Table 7.2 illustrates the distribution of searches by each of the search categories.

Table 7.2: Legal Basis for Searches in Rhode Island

	January 2001-January 2002	February 2002-December 2002
Consent	11.6%	11.9%
Reasonable Suspicion	23.5%	14.2%
Probably Cause	41.7%	15.5%
Inventory Search	23.2%	11.0%
Incident to Arrest (only year 2)		47.4%
Total Searches	100%	100%

Because this study is attempting to measure the degree to which officer discretion results in racial differences in searching behavior it was necessary to separate searches that were conducted incident to arrest from all other searches.

In the first year of the traffic stops statistics study the traffic stop data cards only included four possible legal bases for a search: probable cause, reasonable suspicion, consent and inventory. After reviewing data during the first year of the study, the Traffic Stop Study Advisory Committee along with the Attorney General agreed that it was necessary to separate out searches that occurred following a lawful arrest. Although many searches in the first year of the study corresponded with a lawful arrest it was not possible to establish the time ordering of the event. That is, from the data that was collected it was impossible to know whether or not a search occurred and a motorist was subsequently arrested, or rather, whether a lawful arrest resulted in the search of a motorist or vehicle. With these challenges in mind the data collection cards were redesigned for the second year of data collection to include a category for searches the occurred incident to arrest.

Because of the importance of excluding searches incident to arrest from the analysis, the following discussion of search disparities will only included stops that occurred in the last eleven

⁵² Carroll v. U.S., 267 U.S. 132 (1925).

months of the study in which information was collected on searches incident to arrest. As Table 7.2 demonstrates once officers were able to indicate that the search was incident to an arrest nearly one-half of the searches fell into this category. This would have substantially biased our analysis of discretionary searches if these could not be excluded. A number of diagnostic safeguards have been conducted to ensure that patterns of search activity in the first thirteen months of data collection were similar to those collected in the last eleven months. An expanded discussion of these diagnostics can be found in the technical appendix, in summary there is little evidence that the results of these search analyses would have change had we been able to use the full two-year set of data. The disadvantage of only including the last eleven months of search data is that we are unable to draw conclusions about search activity for half of the period of study. In some jurisdictions with small number of stops and even smaller numbers of searches the loss of such cases makes multivariate analysis inappropriate. However, a search analysis including only those stops where officers could indicate that a search was incident to arrest strengthens the findings in this section. In places where racial differences in searches are identified we can be confident that the disparity was in no way caused by racial differences in mandatory searches incident to arrest. This strategy provides the most precise measure of racial disparities in the discretionary decision to search a motorist.

Racial Differences in Searches

Unlike an analysis of racial disparities in traffic stops, examining disparities in search practices does not depend on establishing the correct “benchmark.” Although there may be particular behavioral differences between motorists who are stopped which make one group more likely to be searched than another, our study in Rhode Island starts with the full population of people who are stopped. To understand disparities in search behavior we must answer two basic questions: 1) of those motorists who are stopped are non-whites searched proportionately more often than whites? and 2) are there legitimate explanations for the existence of such disparities? To answer these two questions we conduct a three staged analysis. First, we examine the relationship between the race of driver and whether or not the officer conducted a search during the traffic stops at the bivariate level. This basic analysis compares the proportion of white drivers searched to the proportion of nonwhite drivers searched. Second, we conduct a multivariate analysis to examine the association between the driver’s race and officer search decisions, while

controlling for other driver and situational characteristics. This more advanced analysis allows us to rule out some of the possible commonly asserted alternative explanations for simple racial disparities found in bivariate analysis. Finally, we examine the outcome of searches to determine searches are more productive for certain groups.

Bivariate Analysis

Throughout the course of the two-year study quarterly reports have consistently pointed to racial disparities in the search decision. Statewide discretionary searches are rare events. Less than one out of 20 (4.5%) of traffic stops resulted in a discretionary search of the driver, passenger or vehicle. As a reminder, the analysis of searches in this and all following sections of the reports excludes searches conducted during year one of the study and those searches that were conducted incident to arrest. While searches are rare events for all Rhode Island drivers non-white drivers are significantly more likely to be searched. Across all the participating jurisdictions in Rhode Island, police officers searched 8.9% of the nonwhite drivers they stopped, but only 3.6% of white drivers, yielding a disparity of 5.3% between white and non-white drivers searched. This means that nonwhite drivers stopped in Rhode Island were more than twice as likely to have a stop result in a discretionary search than were white drivers.

Table 7.3 presents a summary comparison of disparities in searches across all participating jurisdictions. The table shows the number of valid stops that the analysis is based on, the number of searches conducted, the percent white searched, the percent nonwhite searched and the racial disparity in searches (% non-white searched minus % white searched). It is ranked in descending order by the level of racial disparity in searches. According to this analysis Tiverton has the largest racial disparity in search practices. Once stopped, whites in Tiverton were searched in 2.1% of the time compared to 13.3% of the time for non-whites, resulting in a disparity of 11.2%. Although they have the highest search disparity, Tiverton is not alone in seemingly disparate search practices. Thirteen jurisdictions had racial disparities in searches greater than 5.0% – Tiverton, Bristol, Woonsocket, North Smithfield and Scituate are among the communities with the highest racial disparities in searches. Another eleven jurisdictions had racial disparities between 5% and 3%, while twelve had disparities between 3% and 1%.

As a first step to determine whether or not disparities between white and non-white searches are meaningful we have conducted a test of statistical significance. Unlike the stop analysis presented earlier, our search analysis has the necessary information to conduct tests of statistical significance. As discussed earlier the stop analysis involves the comparison of demographic characteristics of two separate sources of data: traffic stops and a modified census estimate. In that analysis we were unable to conduct test of statistical significance because the amount of statistical error in both data sets cannot be determined. Since the search analysis only involves the traffic stop data, we can estimate the degree of error associated with each jurisdictions traffic stops. As such a chi-square test of significance can be employed to determine the extent to which an observed disparity is not the result of chance or random error alone. For example a significance value of .097 means that there is a 9.7% chance that the observed disparity could be the result of sampling error or random chance alone. Results that have a significance value below .050 (or a 5% chance they are due to error) are considered statistically significant and the disparity is marked with an asterisks (*). The results of the chi-square analysis are presented in the last two columns of Table 7.3.

In order to interpret the results of the chi-square test of significance it is important to clarify the limitations of significance tests. In this study, and in many other studies of disparity, statistical tests are used to determine the likelihood that an observed result is not due to sampling error or random chance alone. Academics choose different levels of significance to indicate what possibility of error or chance is acceptable. For example, the commonly chosen .05 level of significance means literally that 5 times in 100 the finding of a racial difference may be due to error or chance.

Just because a result is statistically significance does not mean that it is substantively important. A very small level of disparity may be statistically significant if it is based on a very high number of cases. A large sample is often overly sensitive, detecting artifactual relationships which appear due to bias in the sample.⁵³ Additionally, our population of traffic stops is not a true sample; the data set contains all reported traffic stops. Conversely, a result that is not statistically significant may still have relevance for two main reasons. A reported significance

⁵³ Paul Allison (1999) *Multiple Regression: A Primer*. Thousand Oaks, CA: Pine Forge Press.

level may be just barely higher than the arbitrary threshold of significance that the researcher established. For example, if we are 95% confident that observed differences are not due to sampling error or random chance alone should policy makers dismiss results that we are only 93% or 85% confident about? Secondly, since sample size affects measures of statistical significance it may be inappropriate to dismiss a higher level of disparity in a jurisdiction with fewer stops and accept a lower level of disparity in a jurisdiction with a large number of stops.

With the caution about statistical significance in mind, this analysis found that 33 of the 43 jurisdictions in Rhode Island had statistically significant positive measures of disparity, meaning that in these jurisdictions non-white motorists were searched significantly more often than white motorists. Specifically, Tiverton, North Smithfield, Slatersville are among the jurisdictions with the greatest racial disparities in search rates from this bivariate analysis.

Table 7.3: Difference in White and Non-White Discretionary Searches for All Jurisdictions

Jurisdiction	Stops (N)	% White	% Nonwhite	Disparity	Chi-Square	Significance
Full State	202995	3.6%	8.9%	5.3%*	1886.809	0.000
Tiverton	2271	2.1%	13.3%	11.2%*	31.049	0.000
Bristol	3866	9.3%	19.2%	9.9%*	19.197	0.000
Woonsocket	4802	9.3%	18.7%	9.4%*	81.483	0.000
North Smithfield	2620	3.9%	12.2%	8.3%*	48.294	0.000
Scituate	1823	3.7%	11.4%	7.7%*	14.698	0.000
Jamestown	428	1.5%	8.0%	6.5%*	5.441	0.020
East Greenwich	1196	4.1%	10.3%	6.2%*	8.252	0.004
Providence	9246	14.8%	20.8%	6.0%*	55.465	0.000
Warren	2598	5.0%	10.8%	5.8%*	9.927	0.002
East Providence	8947	10.3%	15.9%	5.6%*	47.689	0.000
Burrillville	1587	3.5%	8.8%	5.3%	2.747	0.097
Warwick	12880	4.8%	9.9%	5.1%*	66.094	0.000
North Providence	5094	5.3%	10.4%	5.1%*	42.837	0.000
Narragansett	2392	2.0%	5.9%	3.9%*	12.232	0.000
West Warwick	2225	4.2%	7.9%	3.7%*	6.497	0.011
Westerly	3493	4.3%	7.9%	3.6%*	7.121	0.008
Portsmouth	4085	5.0%	8.5%	3.5%*	7.346	0.007
Smithfield	4248	2.9%	6.2%	3.3%*	13.710	0.000
Glocester	2548	2.5%	5.8%	3.3%*	4.281	0.039
SP- Portsmouth	5561	2.0%	5.2%	3.2%*	24.920	0.000
Johnston	6504	1.1%	4.2%	3.1%*	43.319	0.000
Newport	8700	1.9%	5.0%	3.1%*	40.401	0.000
Cumberland	4154	4.6%	7.7%	3.1%*	10.878	0.001
New Shoreham	328	1.9%	5.0%	3.1%	0.838	0.360
North Kingstown	4810	2.5%	5.3%	2.8%*	10.020	0.002
Cranston	3510	7.7%	10.3%	2.6%*	6.433	0.011
Charlestown	2034	1.5%	4.1%	2.6%*	3.901	0.048
SP – Chepachet	7905	0.8%	3.1%	2.3%*	43.999	0.000
SP – Lincoln Woods	13129	1.6%	3.8%	2.2%*	61.591	0.000
Pawtucket	15584	0.8%	2.9%	2.1%*	96.147	0.000
Lincoln	2784	3.1%	5.1%	2.0%*	6.091	0.014
Richmond	851	2.1%	3.8%	1.7%	0.615	0.433
SP - All Barracks	45672	2.1%	3.6%	1.5%*	70.504	0.000
South Kingstown	15765	0.7%	2.1%	1.4%*	24.019	0.000
SP – Wickford	7638	1.1%	2.5%	1.4%*	13.267	0.000
Hopkinton	2111	3.4%	4.8%	1.4%	0.771	0.380
Foster	588	3.3%	4.1%	0.8%	0.184	0.668
Middletown	2409	3.8%	4.5%	0.7%	0.327	0.567
Little Compton	1952	2.5%	3.2%	0.7%	0.134	0.714
Coventry	2865	4.5%	5.0%	0.5%	0.072	0.788
University of RI	799	1.2%	1.5%	0.3%	0.082	0.774
Central Falls	2121	11.4%	11.7%	0.3%	0.054	0.816
West Greenwich	1751	2.9%	2.4%	-0.5%	0.062	0.803
Barrington	1345	0.9%	0.0%	-0.9%	0.605	0.437
SP - Hope Valley	10883	4.5%	3.4%	-1.1%*	5.539	0.019

* p < .05

Multivariate Analysis

While bivariate racial disparities indicate that there is at least some relationship between race and the decision to search during a traffic stop, the conclusions that can be drawn from this type of analysis are limited. Specifically, bivariate analyses do not take into account other characteristics that might contribute to an officer's decision to search. Completely understanding the decision to conduct a search during a traffic stop is extremely complex. While past research on policing has examined many decision points very little is known about the decision to search, particularly in the context of traffic stops. It is generally believed that a number of situational (time of day, location, context of the stop) as well as individual characteristics (age, gender, race) are associated with the decision to search. However, little consensus exists about the degree to which these factors relatively contribute to the decision to search.

Not only are social scientists unaware of all of all the potential factors officers use to decide to search a vehicle, officers themselves cannot fully articulate the full scope of cues that lead them to search a vehicle. Officers may develop suspicion based on the way a driver answers basic questions during the traffic stop encounter. In other cases an officer's judgement may be based on past experiences in similar situations may lead them to ask the types of questions that could justify a search. It is likely that decision to search a motorist or vehicle comes from a collection of consciously and unconsciously recognized cues.

The goal of this report is not to fully understand the all nuances that may influence an officer's decision to conduct a search. Instead, we are measuring the extent to which race is associated being searched, holding constant all other relevant factors which can be measured with this data. These other factors, such as the driver's gender or age, may mediate the extent to which the race of the driver alone determines as search. For example, if officers are more likely to search males and males who are stopped are disproportionately nonwhite, a racial disparity would exist at the bivariate level, but they would be the result of decisions based on gender not race. In order to isolate the degree to which race alone is associated with search decisions we must control for other factors that could also be associated with the decision to search. We do this using a statistical analysis technique called logistic regression which uses binary outcome variables that

are coded either 0 or 1. In this case, our outcome variable is whether or not a search was conducted, coded 1 for a search and 0 for no search conducted.

In our logistic regression model we examine the relationship between race and our outcome variable (being searched) while simultaneously holding constant other variables which may affect an officer's decision to conduct a search.⁵⁴ These variables which are held constant, sometimes called control variables, include both driver/car characteristics (gender, age, passengers and registration plate) and situational variables (time of day and weekend versus weekday).⁵⁵

Table 7.4 presents summary information for the multivariate analysis from each jurisdiction.⁵⁶ Due to the problems with statistical significance that was described in earlier parts of this section, we recommend that policymakers examine the magnitude of the regression coefficient (odds ratio) as a more meaningful indicator of the effects of particular variables on search decisions than significance tests alone.

⁵⁴ There are several variables that were explored for inclusion in the multivariate analysis but were ultimately excluded from the analysis for theoretical as well as practical reasons. The two most important variables that were excluded are reason for the stop and location. Reason for the stop was excluded because in the case of investigatory stops the intent of the stop itself was to investigate criminal activity. Ultimately since we could not disentangle whether or not race was used in part of the decision to search before or after the decision to make an investigatory stop it was not included in these analyses. Location was excluded as a control variable since being in high crime particular locations, often those predominately non-white neighborhoods, could motivate officers to search everyone, therefore location would be measuring the context not the individual decision of officers. Partitioned multivariate analyses of the search decision across different locations was included for select communities.

⁵⁵ The logistic regression model uses variables coded in the following fashion – Race (Nonwhite=1; White=0); Gender (Male=1; Female=0); Age (Under 30=1; Over 30=0); Passengers (Yes=1; No=0); Registration (Out of State=1; RI Registration=0); Morning (Yes=1; No=0); Afternoon (Yes=1; No=0); Night (Yes=1; No=0); Weekend (Yes=1; No=0). While we decided to code age as under 30 and over 30 dichotomy, it could have been categorized in a myriad of ways. We initially explored categorizing by more specific age groups. For several test jurisdictions the results showed only slight differences between age groups that were under 30 years of age and between age groups above 30. In most instances the younger the age group the more likely an officer was to conduct a search. Certainly, using the dichotomous variable masks this more detailed relationship between age and search decisions. The dichotomous age variable, however, is at a break where search patterns begin to change rapidly and there is little or no effect on the results of race when using a more specific age categories. We used dummy variables to code the time of day. In this analysis morning refers to the hours between 5:00 am and 12:59 pm, afternoon the hours between 1:00 pm and 8:59 pm and night the hours between 9:00 pm and 4:49 am. These categories were constructed to reflect times of day were officer behavior, specifically search behavior, may be different. Night was hypothesized to have a higher proportion of traffic stops resulting in a search compared to the other times because officer have more time to conduct searches and also might believe that vehicles traveling at this time are inherently more suspicious.

⁵⁶ Nine jurisdictions were excluded from the multivariate analysis because they had either too few non-white stops or too few searches to appropriately conduct the analysis. The jurisdictions that were removed are: Richmond, Charlestown, Foster, Little Compton, URI, Barrington, Jamestown, New Shoreham and Burrillville.

Table 7.4: Multivariate Regression of Race and Decision to Search

Jurisdiction	Valid Stops (N)	B	S.E.	Sig.	Odds Ratio
Full State	175,925	.697	.026	.000	2.007*
Tiverton	2029	1.330	.496	.007	3.779*
North Smithfield	2389	1.226	.200	.000	3.406*
Scituate	1747	1.183	.343	.001	3.265*
SP – Chepachet	6732	1.090	.265	.000	2.974*
Narragansett	2080	.935	.361	.010	2.547*
Johnston	5330	.867	.259	.001	2.381*
Bristol	2,359	.858	.208	.000	2.359*
Warren	2517	.857	.282	.002	2.357*
Newport	7614	.808	.186	.000	2.244*
East Greenwich	924	.785	.416	.059	2.193
Smithfield	4176	.767	.229	.001	2.153*
SP – Portsmouth	4991	.702	.231	.002	2.017*
North Kingstown	4000	.688	.265	.009	1.990*
Lincoln	2393	.663	.232	.004	1.941*
Pawtucket	13131	.696	.171	.000	1.890*
SP - Lincoln Woods	11658	.594	.134	.000	1.811*
North Providence	4265	.573	.127	.000	1.774*
Woonsocket	4165	.539	.102	.000	1.714*
SP – Wickford	6521	.510	.259	.049	1.666*
Warwick	11087	.476	.111	.000	1.610*
South Kingstown	13310	.475	.267	.075	1.608
All State Police	39874	.433	.077	.000	1.541*
East Providence	8258	.352	.078	.000	1.422*
Portsmouth	3962	.322	.232	.166	1.379
Providence	6832	.309	.069	.000	1.361*
Westerly	3028	.256	.311	.409	1.292
West Warwick	1979	.206	.313	.510	1.228
Cranston	3028	.204	.139	.142	1.226
Glocester	2379	.138	.503	.784	1.148
Cumberland	3613	.122	.203	.548	1.130
Hopkinton	1670	.047	.493	.924	1.048
SP - Hope Valley	9594	-.068	.136	.615	.934
Central Falls	1963	-.140	.146	.340	.870
Middletown	1962	-.475	.391	.225	.622
Coventry	2545	-.552	.599	.356	.576
West Greenwich	1564	-.727	1.036	.483	.484
* p < .05					

Statewide we found that the odds of an officer searching a nonwhite driver after a traffic stop are two times greater than the odds of an officer searching a white driver, holding other characteristics constant (odd ratio = 2.007). As with the bivariate analysis, Tiverton remains the jurisdiction with the strongest relationship between race and being searched. In the multivariate analysis for Tiverton the odds of an officer searching a nonwhite driver are nearly four times greater than the odds of an officer searching a white driver after making a traffic stop, after holding other characteristics constant. The importance of holding other variables constant can be seen in a number of communities. For example, in Woonsocket, a jurisdiction with the third highest level of disparity at the bivariate level, the effect of race remains significant using multivariate analysis but the magnitude of the effect of race is greatly reduced. Overall, the multivariate analysis provide the best indication of how strongly race affects the decision to search, controlling for all available variables.

Across Rhode Island 22 of the 36 jurisdictions that qualified for this analysis had significant racial differences in the proportion of non-white drivers they searched. The top three search disparities were in Tiverton where the odds by being searched were 3.78 times greater for non-white drivers compared to white drivers, North Smithfield with a rate of 3.41 and Situate with a rate of 3.27. It is also important to note that race was not a significant predictor of who would be searched in 14 jurisdictions including.

To better understand the relationship of race on searches for each jurisdiction readers should consult the detailed analysis sheets that are provided at the end of this section.

Legal Basis for Searches

To better understand how racial disparities arise in searches once a motorist it stopped it is important to examine any differences that may exist in the legal basis given by an officer as justification for searches. Table 7.5 illustrates that statewide racial differences in the legal basis for the search exist in only probable cause and inventory searches. When searched, white drivers probable cause is given proportionately more often as the reason for the search compared to non-white motorists who are searched. 22% of searches of whites based on probable cause compared to 17.4% of non-white searches.

Table 7.5: Legal Basis for Search by Race

Jurisdiction	White				Non-White			
	% Consent	% RAS	% PC	% Inventory	% Consent	% RAS	% PC	% Inventory
All RI State	9.6%	33.3%	22.0%	35.1%	9.6%	33.5%	17.4%	39.5%
All State Police	23.3%	25.2%	29.8%	21.7%	21.0%	30.1%	29.1%	19.8%
Barrington	60.0%	10.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bristol	24.6%	30.5%	14.4%	30.5%	22.2%	30.6%	11.1%	36.1%
Burrillville	7.7%	15.4%	9.6%	67.3%	33.3%	0.0%	0.0%	66.7%
Central Falls	23.0%	16.0%	21.0%	40.0%	19.7%	14.8%	24.6%	40.8%
Charlestown	48.1%	14.8%	29.6%	7.4%	12.5%	75.0%	12.5%	0.0%
Coventry	22.1%	23.8%	14.8%	39.3%	33.3%	50.0%	0.0%	16.7%
Cranston	26.8%	28.5%	43.6%	1.1%	23.4%	31.8%	43.0%	1.9%
Cumberland	12.3%	27.7%	39.4%	20.6%	0.0%	40.0%	35.6%	24.4%
East Greenwich	55.6%	19.4%	19.4%	5.6%	5.9%	82.4%	11.8%	0.0%
East Providence	33.7%	19.8%	32.1%	14.4%	26.0%	22.8%	29.6%	21.5%
Foster	0.0%	18.2%	54.5%	27.3%	0.0%	50.0%	25.0%	25.0%
Glocester	32.7%	47.3%	14.5%	5.5%	50.0%	33.3%	0.0%	16.7%
Hopkinton	24.6%	19.7%	45.9%	9.8%	0.0%	40.0%	60.0%	0.0%
Jamestown	66.7%	0.0%	33.3%	0.0%	0.0%	100.0%	0.0%	0.0%
Johnston	30.9%	20.0%	32.7%	16.4%	16.7%	23.3%	23.3%	36.7%
Lincoln	32.8%	24.6%	36.1%	6.6%	27.3%	42.4%	27.3%	3.0%
Little Compton	10.9%	37.0%	41.3%	10.9%	50.0%	0.0%	50.0%	0.0%
Middletown	14.9%	25.4%	34.3%	25.4%	13.3%	6.7%	20.0%	60.0%
Narragansett	42.9%	8.6%	48.6%	0.0%	15.8%	65.8%	18.4%	0.0%
New Shoreham	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Newport	13.3%	48.4%	27.3%	10.9%	11.8%	58.8%	23.5%	5.9%
North Kingstown	36.0%	23.0%	39.0%	2.0%	26.3%	15.8%	36.8%	21.1%
North Providence	8.1%	23.1%	56.1%	12.7%	6.2%	26.9%	49.0%	17.9%
North Smithfield	16.5%	32.9%	14.1%	36.5%	8.5%	25.5%	6.4%	59.6%
Pawtucket	30.6%	24.7%	37.6%	7.1%	16.2%	24.2%	40.4%	19.2%
Portsmouth	28.0%	16.1%	21.0%	34.9%	30.8%	3.8%	30.8%	34.6%
Providence	38.0%	23.9%	34.5%	3.7%	31.0%	30.5%	32.7%	5.8%
Richmond	18.8%	6.3%	6.3%	68.8%	0.0%	100.0%	0.0%	0.0%
Scituate	27.4%	8.1%	1.6%	62.9%	50.0%	0.0%	0.0%	50.0%
Smithfield	21.1%	25.7%	48.6%	4.6%	29.6%	18.5%	51.9%	0.0%
South Kingstown	29.4%	16.5%	49.4%	4.7%	25.0%	15.0%	55.0%	5.0%
SP-Chepachet	4.8%	23.8%	19.0%	52.4%	10.0%	26.7%	13.3%	50.0%
SP-Hope Valley	12.5%	22.4%	21.1%	44.1%	16.7%	30.3%	16.7%	36.4%
SP-Lincoln Woods	5.2%	33.6%	22.4%	38.8%	7.8%	23.4%	20.3%	48.4%
SP-Portsmouth	6.5%	64.5%	21.5%	7.5%	5.7%	62.9%	11.4%	20.0%
SP-Wickford	13.2%	23.5%	25.0%	38.2%	21.7%	52.2%	13.0%	13.0%
Tiverton	27.5%	22.5%	27.5%	22.5%	25.0%	50.0%	25.0%	0.0%
University of RI	28.6%	14.3%	57.1%	0.0%	50.0%	0.0%	50.0%	0.0%
Warren	11.2%	11.2%	17.2%	60.3%	12.5%	6.3%	6.3%	75.0%
Warwick	19.3%	20.2%	24.5%	36.0%	11.8%	23.6%	21.5%	43.1%
West Greenwich	29.7%	27.0%	32.4%	10.8%	13.3%	86.7%	0.0%	0.0%
West Warwick	2.5%	34.6%	54.3%	8.6%	0.0%	27.8%	55.6%	16.7%
Westerly	18.8%	16.4%	62.5%	2.3%	9.5%	23.8%	61.9%	4.8%
Woonsocket	11.5%	43.6%	15.4%	29.5%	10.2%	52.9%	12.3%	24.6%

Non-white motorists who are searched are proportionately more likely to be searched based on an inventory search (39.5%) than white motorists (35.1%). Although consent searches are often suggested as a cause of racial disparities in search patterns, in Rhode Island there is no racial difference between the proportion of searches that are based on driver consent (9.6% of both white and black motorists searches are indicated as consent searches).

Productivity of Searches

Another way to evaluate the existence of racial disparities in searches is to examine the productivity of searches for whites versus non-white. If groups are being disproportionately searched but proportional amounts of contraband are found from white and non-white searches departments should closely evaluate their search strategies. Although non-white drivers are more likely to be searched and arrested, they are less likely to be found with contraband as a result of the search. Statewide 23.5% of the searches of white drivers resulted in the police finding contraband while only 17.8% of the searches of non-white motorists resulted in contraband being found. This finding, supported in a number of other racial profiling studies nationally, raises significant questions about the basis for many of the disparities that have been documented in this report and elsewhere. That is, the belief by many in law enforcement that certain groups are more likely to be involved in criminal behavior and that it is this differential involvement that explains the disparities.

In addition to being found with contraband proportionately less often than whites, non-white motorists are also more likely to be subjected to a search where no action is taken. In these cases motorists are stopped, detained, and searched however, no contraband is found, no citation is issued and no arrest is made. Statewide, 6.6% of the white motorists who are searched have no action taken and no contraband found, compared to 11% of non-white motorists.

Table 7.6: Productivity of Discretionary Searches

Jurisdiction	Race	N	None	Weapons	Money	Drugs	Alcohol	Other	Multiple
Full State	White	5,581	76.5%	1.5%	0.2%	13.0%	4.8%	1.3%	2.8%
	Non-White	2,892	82.2%	1.7%	0.7%	10.2%	2.4%	1.0%	1.8%
All State Police	White	698	85.2%	1.6%	0.3%	6.9%	3.6%	0.9%	1.5%
	Non-White	288	86.1%	1.4%	0.7%	6.3%	1.7%	1.7%	2.1%
Barrington	White	10	70.0%	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%
	Non-White	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bristol	White	334	79.0%	2.4%	0.6%	15.3%	2.4%	0.3%	0.0%
	Non-White	33	66.7%	3.0%	3.0%	3.0%	12.1%	9.1%	3.1%
Burrillville	White	49	91.8%	0.0%	0.0%	2.0%	2.0%	2.0%	2.2%
	Non-White	3	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Central Falls	White	100	95.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%
	Non-White	141	92.2%	0.0%	0.0%	5.7%	0.7%	0.7%	0.7%
Charlestown	White	27	63.0%	0.0%	0.0%	18.5%	14.8%	0.0%	3.7%
	Non-White	4	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%
Coventry	White	116	83.6%	0.0%	0.0%	4.3%	6.9%	2.6%	2.6%
	Non-White	6	83.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%
Cranston	White	187	87.7%	1.6%	0.5%	7.5%	0.5%	0.5%	1.7%
	Non-White	109	78.0%	2.8%	0.0%	13.8%	2.8%	1.8%	0.8%
Cumberland	White	154	57.8%	2.6%	0.0%	18.2%	9.1%	5.8%	6.5%
	Non-White	43	69.8%	4.7%	0.0%	14.0%	2.3%	4.7%	4.5%
East Greenwich	White	35	71.4%	0.0%	0.0%	17.1%	2.9%	5.7%	2.9%
	Non-White	10	60.0%	0.0%	0.0%	30.0%	10.0%	0.0%	0.0%
East Providence	White	697	65.6%	1.3%	0.0%	20.4%	4.3%	1.4%	7.0%
	Non-White	306	73.9%	2.6%	1.3%	15.4%	2.9%	1.3%	2.6%
Foster	White	9	55.6%	33.3%	0.0%	0.0%	0.0%	0.0%	11.1%
	Non-White	3	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Gloicester	White	52	78.8%	3.8%	0.0%	5.8%	5.8%	0.0%	5.8%
	Non-White	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hopkinton	White	60	63.3%	0.0%	0.0%	21.7%	10.0%	3.3%	1.7%
	Non-White	5	80.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Jamestown	White	6	66.7%	0.0%	0.0%	16.7%	0.0%	0.0%	16.6%
	Non-White	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Johnston	White	58	86.2%	0.0%	0.0%	10.3%	0.0%	3.4%	0.0%
	Non-White	26	92.3%	0.0%	0.0%	0.0%	0.0%	3.8%	3.9%
Lincoln	White	58	70.7%	1.7%	0.0%	20.7%	6.9%	0.0%	0.0%
	Non-White	33	87.9%	0.0%	0.0%	6.1%	6.1%	0.0%	0.0%
Little Compton	White	46	60.9%	2.2%	0.0%	21.7%	8.7%	2.2%	4.3%
	Non-White	2	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%

Jurisdiction	Race	N	None	Weapons	Money	Drugs	Alcohol	Other	Multiple
Middletown	White	64	68.8%	1.6%	0.0%	14.1%	7.8%	0.0%	7.7%
	Non-White	10	90.9%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%
Narragansett	White	33	51.5%	0.0%	0.0%	21.2%	21.2%	3.0%	3.1%
	Non-White	10	80.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%
New Shoreham	White	3	66.7%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%
	Non-White	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Newport	White	126	73.8%	1.6%	0.0%	15.1%	4.8%	0.8%	3.9%
	Non-White	48	83.3%	0.0%	2.1%	12.5%	2.1%	0.0%	0.0%
North Kingstown	White	97	80.4%	3.1%	0.0%	10.3%	5.2%	0.0%	1.0%
	Non-White	18	72.2%	11.1%	0.0%	11.1%	5.6%	0.0%	0.0%
North Providence	White	168	76.2%	1.2%	0.0%	15.5%	3.6%	1.2%	2.3%
	Non-White	141	90.8%	2.1%	0.0%	5.0%	1.4%	0.0%	0.7%
North Smithfield	White	83	80.7%	1.2%	0.0%	8.4%	6.0%	1.2%	2.5%
	Non-White	43	95.3%	0.0%	0.0%	2.3%	2.3%	0.0%	0.0%
Pawtucket	White	83	63.9%	2.4%	0.0%	28.9%	0.0%	1.2%	3.6%
	Non-White	101	76.2%	1.0%	1.0%	19.8%	1.0%	0.0%	1.0%
Portsmouth	White	186	81.2%	0.5%	0.0%	9.7%	4.8%	0.5%	3.3%
	Non-White	27	77.8%	3.7%	0.0%	11.1%	3.7%	0.0%	3.7%
Providence	White	553	76.9%	0.7%	0.9%	14.6%	4.3%	0.9%	1.7%
	Non-White	960	81.4%	1.3%	1.0%	11.8%	1.8%	0.6%	2.1%
Richmond	White	16	68.8%	0.0%	0.0%	25.0%	0.0%	0.0%	6.2%
	Non-White	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Scituate	White	62	83.9%	4.8%	0.0%	4.8%	4.8%	0.0%	1.7%
	Non-White	11	90.9%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Smithfield	White	109	79.8%	0.9%	0.0%	12.8%	4.6%	1.8%	0.0%
	Non-White	27	88.9%	0.0%	0.0%	3.7%	3.7%	3.7%	0.0%
South Kingstown	White	84	44.0%	1.2%	0.0%	29.8%	13.1%	3.6%	8.3%
	Non-White	15	53.3%	0.0%	0.0%	20.0%	6.7%	6.7%	13.3%
SP - Chepachet	White	41	78.0%	7.3%	2.4%	9.8%	0.0%	2.4%	0.0%
	Non-White	27	88.9%	0.0%	0.0%	7.4%	0.0%	3.7%	0.0%
SP- Hope Valley	White	346	87.6%	1.2%	0.0%	4.0%	5.5%	0.0%	1.7%
	Non-White	88	83.0%	0.0%	1.1%	11.4%	1.1%	1.1%	2.3%
SP- Lin. Woods	White	137	83.2%	1.5%	0.7%	9.5%	2.2%	0.7%	2.2%
	Non-White	116	89.7%	0.9%	0.9%	3.4%	0.9%	2.6%	1.6%
SP-Portsmouth	White	91	85.7%	2.2%	0.0%	11.0%	1.1%	0.0%	0.0%
	Non-White	29	89.7%	6.9%	0.0%	0.0%	0.0%	0.0%	3.4%
SP- Wickford	White	60	78.3%	0.0%	0.0%	11.7%	3.3%	3.3%	3.4%
	Non-White	23	73.9%	4.3%	0.0%	8.7%	8.7%	0.0%	4.4%
Tiverton	White	40	80.0%	0.0%	0.0%	7.5%	7.5%	0.0%	5.0%
	Non-White	8	62.5%	0.0%	0.0%	25.0%	0.0%	0.0%	12.5%

Jurisdiction	Race	N	None	Weapons	Money	Drugs	Alcohol	Other	Multiple
URI	White	7	42.9%	0.0%	0.0%	0.0%	42.9%	0.0%	14.2%
	Non-White	2	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Warren	White	115	80.9%	1.7%	0.0%	13.0%	2.6%	0.9%	0.9%
	Non-White	16	93.8%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%
Warwick	White	525	83.6%	1.5%	0.4%	6.5%	5.0%	1.1%	1.9%
	Non-White	144	89.6%	1.4%	0.0%	4.2%	2.8%	0.0%	2.0%
West Greenwich	White	36	63.9%	5.6%	0.0%	16.7%	13.9%	0.0%	0.0%
	Non-White	2	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
West Warwick	White	79	67.1%	1.3%	0.0%	16.5%	10.1%	3.8%	1.2%
	Non-White	18	72.2%	5.6%	0.0%	5.6%	11.1%	0.0%	5.5%
Westerly	White	125	61.6%	4.8%	0.0%	16.0%	9.6%	1.6%	6.4%
	Non-White	20	70.0%	5.0%	0.0%	15.0%	5.0%	0.0%	5.0%
Woonsocket	White	302	83.4%	1.0%	0.3%	9.3%	3.6%	1.0%	1.4%
	Non-White	249	84.7%	1.2%	0.8%	9.6%	2.0%	0.8%	0.9%

Instructions on Interpreting Individual Regression Analysis Output

In the following pages we present the results from both the bivariate and multivariate search analyses for every jurisdiction. Tables 7A.1 - 7A.30 present the bivariate analysis of race and search and Tables 7B.1 - 7B.30 present the results from a multivariate logistical regression analysis that predicts race and search controlling for several independent variables. Since many readers will be unfamiliar with some of the terms and figures presented in these tables, the following are instructions on how to reach these results.

- A. Percentages.** This row refers to the percentage of drivers searched within a particular racial group. In this example, the results would be read as: “3.6% of white drivers were searched and 8.9% of nonwhite drivers were searched.”
- B. Total Searched.** This number refers to the total number of traffic stops resulting in a search in this jurisdiction, while the percentage refers to the percentage of all traffic stops resulting in a search.
- C. Total Valid Number (1).** The total number is the number of valid cases used in the bivariate analysis. In order for traffic stop case to be used in this analysis it must have a response for both the race of driver and search fields.
- D. Chi Square Test of Significance.** A chi square test of statistical significance tests whether an observed difference is the result of chance and sampling error alone or real differences.
- E. Total Valid Number (2).** This number (“N”) refers to the total valid number of cases used in the multivariate analysis. In order for a traffic stop case to be included in this analysis it must not be missing any of the variables listed (search, race, gender, etc.). Note that because of missing data, the total valid number for the multivariate analysis is likely smaller than the total valid number of cases for the bivariate analysis.
- F. Case Processing Summary.** The case processing summary shows the number of cases included in the analysis (same as the total valid number – see E), the number of cases excluded and the total cases in data. Cases are excluded if they are missing any of the variables used in the analysis. The percentage of total cases that are included in the analysis is an important figure here. While there is no clear standard, the reader should take caution to results that employ less than 70% of the cases in the data.
- G. Independent variables.** Independent variables are listed down the left side of the regression results. These are the variables that are used to predict the dependent variable, in this case whether or not a search was conducted. Each variable is dichotomously coded with either a 1 or 0; the value that equals 1 is presented in parenthesis. For example, nonwhites are indicated with a 1, therefore whites are coded 0 and nonwhites are coded 1 (whites=0) for the race variable.

H. Odds Ratio. The most important part of the regression output is the odds ratio. An odds ratio compares the odds of being searched for each characteristic within the test or independent variable. For example an odds ratios of 1.000 mean that there is no difference between the odds of one category being searched (e.g.: non-whites) compared to the other category within that variable (e.g.: whites). Odds ratios above 1.0 (i.e. 1.5) mean that there is a positive relationship between the independent variable and the dependent variable, while odds ratios below one mean that there is a negative relationship.

In this output for example, the odds ratio for gender is 2.519. **This means that the odds of being searched for males (coded 1) are 2.519 times higher than the odds of being searched for females, controlling for all other variables in the equation.**

I) Significance Value. The significance value refers to the probability that a result is due to sampling error or random chance alone. In this example, the value of .000 means that there is less than 1 chance in 1000 that the observed difference is entirely due to error or random chance. Generally, significance values less than .05 (5 chances out of 100) are considered statistically significant.

Full State

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	161929	6036	167965
	%	96.4	3.6	100.0
Nonwhite	N	31917	3113	35030
	%	91.1	8.9	100.0
Total	N	193846	9149	202995
	%	95.5	4.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	1886.809	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=175,925)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.697	.026	.000	2.007*
Gender (male=1)	.924	.033	.000	2.519*
Age (Under 30=1)	.424	.025	.000	1.528*
Passengers (yes=1)	.688	.025	.000	1.990*
Registration (out of state=1)	-.493	.034	.000	.611*
Time ^a and Day				
Afternoon (yes=1)	.422	.035	.000	1.525*
Night (yes=1)	.982	.035	.000	2.670*
Weekend (yes=1)	.023	.027	.388	1.023
Constant	-4.975	.043	.000	.007*
Nagelkerke R ² = .099				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	175925	83.4%
Cases Missing from Analysis:	35015	16.6%
Total Cases in Data:	210940	100.0%

Search Tables for Each Jurisdiction

Full State

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Weekend (yes=1)	.023	.027	.388	1.023
<i>Constant</i>	<i>-4.975</i>	<i>.043</i>	<i>.000</i>	<i>.007*</i>
Nagelkerke R ² = .099				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	175925	83.4%
Cases Missing from Analysis:	35015	16.6%
Total Cases in Data:	210940	100.0%

State Police – All Barracks

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	35777	754	36531
	%	97.9	2.1	100.00
Nonwhite	N	8816	325	9141
	%	96.4	3.6	100.0
Total	N	44593	1079	45672
	%	97.6	2.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	70.504	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=39,874)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.433	.077	.000	1.541*
Gender (male=1)	.729	.097	.000	2.074*
Age (Under 30=1)	.209	.072	.004	1.232*
Passengers (yes=1)	.849	.074	.000	2.338*
Registration (out of state=1)	-.418	.080	.000	.658*
Time ^a and Day				
Afternoon (yes=1)	-.030	.088	.734	.971
Night (yes=1)	.264	.088	.003	1.302*
Weekend (yes=1)	-.119	.080	.138	.888
<i>Constant</i>	<i>-4.950</i>	<i>.114</i>	<i>.000</i>	<i>.007*</i>
Nagelkerke R ² = .045				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	39874	83.4%
Cases Missing from Analysis:	7944	16.6%
Total Cases in Data:	47818	100.0%

State Police – Lincoln Woods

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	9546	151	9697
	%	98.4	1.6	100.0
Nonwhite	N	3301	131	3432
	%	96.1	3.9	100.0
Total	N	12847	282	13129
	%	97.9	2.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	61.591	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=11,658)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.594	.134	.000	1.811*
Gender (male=1)	.895	.190	.000	2.448*
Age (Under 30=1)	.222	.134	.099	1.248
Passengers (yes=1)	1.205	.140	.000	3.338*
Registration (out of state=1)	-.864	.190	.000	.421*
Time ^a and Day				
Afternoon (yes=1)	-.267	.153	.082	.766
Night (yes=1)	-.288	.172	.094	.750
Weekend (yes=1)	-.130	.150	.385	.878
<i>Constant</i>	<i>-5.086</i>	<i>.220</i>	<i>.000</i>	<i>.006*</i>
Nagelkerke R ² = .081				

Notes: a = morning is reference; b = Providence is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	11658	85.7%
Cases Missing from Analysis:	1940	14.3%
Total Cases in Data:	13598	100.0%

State Police – Chepachet

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	6861	55	6919
	%	99.2	0.8	100.0
Nonwhite	N	958	31	989
	%	96.9	3.1	100.0
Total	N	7819	86	7905
	%	98.9	1.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	43.999	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=6732)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	1.090	.265	.000	2.974*
Gender (male=1)	.980	.361	.007	2.664*
Age (Under 30=1)	.362	.253	.153	1.436
Passengers (yes=1)	.587	.257	.022	1.799*
Registration (out of state=1)	-1.112	.430	.010	.329*
Time ^a and Day				
Afternoon (yes=1)	.116	.300	.698	1.123
Night (yes=1)	.353	.299	.238	1.424
Weekend (yes=1)	-.990	.381	.009	.372*
<i>Constant</i>	-5.782	.403	.000	.003*
Nagelkerke R ² = .082				

Notes: a = morning is reference * p < .05

Cases Processing Summary

Cases Included in Analysis:	6732	82.7%
Cases Missing from Analysis:	1411	17.3%
Total Cases in Data:	8143	100.0%

State Police – Wickford

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	6448	75	6523
	%	98.9	1.1	100.0
Nonwhite	N	1087	28	1115
	%	97.5	2.5	100.0
Total	N	7535	103	7638
	%	98.7	1.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	13.267	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=6521)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.510	.259	.049	1.666*
Gender (male=1)	.479	.269	.075	1.615
Age (Under 30=1)	.452	.230	.049	1.571*
Passengers (yes=1)	.261	.228	.254	1.298
Registration (out of state=1)	-.363	.299	.226	.696
Time ^a and Day				
Afternoon (yes=1)	-.357	.294	.225	.700
Night (yes=1)	.534	.257	.038	1.706*
Weekend (yes=1)	-.037	.250	.881	.963
<i>Constant</i>	<i>-5.125</i>	<i>.320</i>	<i>.000</i>	<i>.006*</i>
Nagelkerke R ² = .035				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	6521	82.6%
Cases Missing from Analysis:	1377	17.4%
Total Cases in Data:	7898	100.0%

State Police – Portsmouth

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	4807	99	4906
	%	98.0	2.0	100.0
Nonwhite	N	621	34	655
	%	94.7	5.2	100.0
Total	N	5428	133	5561
	%	97.6	2.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	24.920	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=4991)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.702	.231	.002	2.017*
Gender (male=1)	1.750	.394	.000	5.752*
Age (Under 30=1)	.570	.201	.005	1.768*
Passengers (yes=1)	1.100	.217	.000	3.004*
Registration (out of state=1)	.115	.201	.567	1.122
Time ^a and Day				
Afternoon (yes=1)	.261	.269	.332	1.298
Night (yes=1)	.297	.264	.261	1.346
Weekend (yes=1)	.074	.205	.716	1.077
<i>Constant</i>	<i>-6.557</i>	<i>.456</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .100				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	4991	79.4%
Cases Missing from Analysis:	1294	20.6%
Total Cases in Data:	6285	100.0%

State Police – Hope Valley

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	7699	360	8059
	%	95.5	4.5	100.0
Nonwhite	N	2727	97	2824
	%	96.6	3.4	100.0
Total	N	10426	457	10883
	%	95.8	4.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	5.539	1	.019

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=9594)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.068	.136	.615	.934
Gender (male=1)	.377	.146	.010	1.457*
Age (Under 30=1)	.064	.117	.582	1.067
Passengers (yes=1)	.570	.122	.000	1.768*
Registration (out of state=1)	-.701	.121	.000	.496*
Time ^a and Day				
Afternoon (yes=1)	-.005	.148	.971	.995
Night (yes=1)	.391	.144	.007	1.479*
Weekend (yes=1)	-.059	.132	.655	.943
<i>Constant</i>	-3.788	.178	.000	.023*
Nagelkerke R ² = .031				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	9594	85.9%
Cases Missing from Analysis:	1579	14.1%
Total Cases in Data:	11173	100.0%

Barrington

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	1269	12	1281
	%	99.1	.9	100.0
Nonwhite	N	64	0	64
	%	100.0	0.0	100.0
Total	N	1333	12	1345
	%	99.1	0.9	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.605	1	.437

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1125)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-6.883	34.255	.841	.001
Gender (male=1)	.003	.708	.997	1.003
Age (Under 30=1)	2.045	1.088	.060	7.733
Passengers (yes=1)	1.408	.695	.043	4.088*
Registration (out of state=1)	-6.570	29.331	.823	.001
Time ^a and Day				
Afternoon (yes=1)	1.018	1.117	.362	2.767
Night (yes=1)	.957	1.144	.403	2.605
Weekend (yes=1)	-.276	.703	.694	.759
<i>Constant</i>	<i>-7.444</i>	<i>1.363</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .162				

Notes: A = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1125	92.7%
Cases Missing from Analysis:	287	7.3%
Total Cases in Data:	1415	100.0%

Bristol

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3340	344	3684
	%	90.7	9.3	100.0
Nonwhite	N	147	35	182
	%	80.8	19.2	100.0
Total	N	3487	379	3866
	%	90.2	9.8	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	19.197	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=3457)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.858	.208	.000	2.359*
Gender (male=1)	.874	.150	.000	2.396*
Age (Under 30=1)	.598	.129	.000	1.818*
Passengers (yes=1)	.573	.117	.000	1.774*
Registration (out of state=1)	-.259	.160	.105	.772
Time ^a and Day				
Afternoon (yes=1)	.598	.178	.001	1.819*
Night (yes=1)	.882	.180	.000	2.415*
Weekend (yes=1)	-.021	.129	.869	.979
<i>Constant</i>	<i>-4.056</i>	<i>.212</i>	<i>.000</i>	<i>.017*</i>
Nagelkerke R ² = .095				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	3457	87.9%
Cases Missing from Analysis:	481	12.1%
Total Cases in Data:	3938	100.0%

Burrillville

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	1499	54	1553
	%	96.5	3.5	100.0
Nonwhite	N	31	3	34
	%	91.2	8.8	100.0
Total	N	1530	57	1587
	%	96.4	3.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	2.747	1	.097

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1386)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.709	.766	.354	2.033
Gender (male=1)	.026	.304	.932	1.026
Age (Under 30=1)	.462	.315	.143	1.587
Passengers (yes=1)	.558	.295	.059	1.747
Registration (out of state=1)	-1.446	.1018	.156	.236
Time ^a and Day				
Afternoon (yes=1)	.034	.400	.933	1.034
Night (yes=1)	.454	.399	.256	1.574
Weekend (yes=1)	-.204	.343	.553	.816
<i>Constant</i>	<i>-3.886</i>	<i>.421</i>	<i>.000</i>	<i>.021*</i>
Nagelkerke R ² = .041				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1386	84.0%
Cases Missing from Analysis:	264	16.0%
Total Cases in Data:	1650	100.0%

Central Falls

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	788	101	889
	%	88.6	11.4	100.0
Nonwhite	N	1088	144	1232
	%	88.3	11.7	100.0
Total	N	1876	245	2121
	%	88.4	11.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.054	1	.816

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1963)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.140	.146	.340	.870
Gender (male=1)	.431	.189	.022	1.539*
Age (Under 30=1)	.038	.145	.793	1.039
Passengers (yes=1)	.332	.144	.021	1.394*
Registration (out of state=1)	.108	.325	.740	1.114
Time ^a and Day				
Afternoon (yes=1)	1.082	.222	.000	2.952*
Night (yes=1)	1.267	.231	.000	3.550*
Weekend (yes=1)	.113	.166	.498	1.119
<i>Constant</i>	-3.385	.257	.000	.034*
Nagelkerke R ² = .059				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1963	91.8%
Cases Missing from Analysis:	176	8.2%
Total Cases in Data:	2139	100.0%

Charlestown

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	1907	29	1936
	%	98.5	1.5	100.0
Nonwhite	N	94	4	98
	%	95.9	4.1	100.0
Total	N	2001	33	2034
	%	98.4	1.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	3.901	1	.048

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1714)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.935	.565	.098	2.547
Gender (male=1)	1.078	.544	.048	2.940*
Age (Under 30=1)	.687	.427	.107	1.989
Passengers (yes=1)	.822	.392	.036	2.274*
Registration (out of state=1)	-.576	.511	.259	.562
Time ^a and Day				
Afternoon (yes=1)	-.267	.625	.669	.765
Night (yes=1)	.709	.576	.219	2.032
Weekend (yes=1)	.805	.379	.034	2.237*
<i>Constant</i>	-6.262	.766	.000	.002*
Nagelkerke R ² = .112				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1714	82.0%
Cases Missing from Analysis:	375	18.0%
Total Cases in Data:	2089	100.0%

Coventry

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	2622	123	2745
	%	95.5	4.5	100.0
Nonwhite	N	114	6	120
	%	95.0	5.0	100.0
Total	N	2736	129	2865
	%	95.5	4.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.072	1	.788

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2545)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.552	.599	.356	.576
Gender (male=1)	.889	.242	.000	2.433*
Age (Under 30=1)	.501	.206	.015	1.651*
Passengers (yes=1)	.270	.200	.179	1.309
Registration (out of state=1)	.005	.404	.991	1.005
Time ^a and Day				
Afternoon (yes=1)	-.002	.273	.995	.998
Night (yes=1)	.405	.246	.100	1.500
Weekend (yes=1)	.036	.214	.865	1.037
<i>Constant</i>	<i>-4.253</i>	<i>.297</i>	<i>.000</i>	<i>.014*</i>
Nagelkerke R ² = .043				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2545	87.5%
Cases Missing from Analysis:	362	12.5%
Total Cases in Data:	2907	100.0%

Cranston

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	2246	188	2434
	%	92.3	7.7	100.0
Nonwhite	N	965	111	1076
	%	89.7	10.3	100.0
Total	N	3211	299	3510
	%	91.5	8.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	6.433	1	.011

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=3028)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.204	.139	.142	1.226
Gender (male=1)	1.707	.290	.000	5.513*
Age (Under 30=1)	.246	.149	.099	1.279
Passengers (yes=1)	.601	.140	.000	1.824*
Registration (out of state=1)	.189	.267	.479	1.208
Time ^a and Day				
Afternoon (yes=1)	.561	.260	.031	1.752*
Night (yes=1)	1.349	.242	.000	3.855*
Weekend (yes=1)	-.286	.152	.059	.751
<i>Constant</i>	<i>-5.217</i>	<i>.358</i>	<i>.000</i>	<i>.005*</i>

Nagelkerke R² = .129

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	3028	84.0%
Cases Missing from Analysis:	577	16.0%
Total Cases in Data:	3605	100.0%

Cumberland

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3371	162	3533
	%	95.4	4.6	100.0
Nonwhite	N	573	48	621
	%	92.3	7.7	100.0
Total	N	3944	210	4154
	%	94.9	5.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	10.878	1	.001

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=3613)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.122	.203	.548	1.130
Gender (male=1)	.383	.193	.048	1.466*
Age (Under 30=1)	.383	.175	.029	1.466*
Passengers (yes=1)	.679	.164	.000	1.972*
Registration (out of state=1)	.185	.229	.419	1.204
Time ^a and Day				
Afternoon (yes=1)	-.512	.314	.104	.599
Night (yes=1)	.561	.221	.011	1.73*
Weekend (yes=1)	.308	.164	.061	1.360
<i>Constant</i>	<i>-4.235</i>	<i>.263</i>	<i>.000</i>	<i>.014*</i>
Nagelkerke R ² = 0.066				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	3613	83.8%
Cases Missing from Analysis:	696	16.2%
Total Cases in Data:	4309	100.0%

East Greenwich

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	1044	45	1089
	%	95.9	4.1	100.0
Nonwhite	N	96	11	107
	%	83.5	10.3	100.0
Total	N	1140	56	1196
	%	95.3	4.7	1196

Chi-Square Test

	Value	Df	Sig.
Chi Square	8.252	1	.004

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=924)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.785	.416	.059	2.193
Gender (male=1)	.865	.416	.037	2.376*
Age (Under 30=1)	-.274	.366	.455	.761
Passengers (yes=1)	1.583	.375	.000	4.868*
Registration (out of state=1)	-1.178	1.048	.261	.308
Time ^a and Day				
Afternoon (yes=1)	.376	.582	.518	1.456
Night (yes=1)	1.291	.519	.013	3.636*
Weekend (yes=1)	.275	.350	.431	1.317
<i>Constant</i>	<i>-5.261</i>	<i>.584</i>	<i>.000</i>	<i>.005*</i>
Nagelkerke R ² = .172				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	924	73.2%
Cases Missing from Analysis:	339	26.8%
Total Cases in Data:	1281	100.0%

East Providence

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	6251	718	6969
	%	89.7	10.3	100.0
Nonwhite	N	1663	315	1978
	%	84.1	15.9	100.0
Total	N	7914	1033	8947
	%	88.5	11.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	47.689	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=8258)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.352	.078	.000	1.422*
Gender (male=1)	.814	.094	.000	2.256*
Age (Under 30=1)	.373	.075	.000	1.452*
Passengers (yes=1)	.538	.073	.000	1.713*
Registration (out of state=1)	-.056	.109	.608	.945
Time ^a and Day				
Afternoon (yes=1)	.563	.108	.000	1.757*
Night (yes=1)	1.003	.108	.000	2.726*
Weekend (yes=1)	.105	.079	.182	1.111
<i>Constant</i>	<i>-3.836</i>	<i>.125</i>	<i>.000</i>	<i>.022*</i>
Nagelkerke R ² = .097				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	8258	90.8%
Cases Missing from Analysis:	833	9.2%
Total Cases in Data:	9091	100.0%

Foster

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	475	16	491
	%	96.7	3.3	100.0
Nonwhite	N	93	4	97
	%	95.9	4.1	100.0
Total	N	568	20	588
	%	96.6	3.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.184	1	.668

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=491)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.195	.609	.748	1.216
Gender (male=1)	1.323	.777	.088	3.756
Age (Under 30=1)	.543	.517	.294	1.721
Passengers (yes=1)	-.274	.572	.632	.761
Registration (out of state=1)	-.515	.515	.317	.598
Time ^a and Day				
Afternoon (yes=1)	1.491	.667	.025	4.440*
Night (yes=1)	1.284	.855	.133	3.613
Weekend (yes=1)	-1.008	.681	.139	.365
<i>Constant</i>	<i>-5.092</i>	<i>.999</i>	<i>.000</i>	<i>.006*</i>
Nagelkerke R ² = .115				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	491	74.1%
Cases Missing from Analysis:	172	25.9%
Total Cases in Data:	663	100.0%

Glocester

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	2384	61	2445
	%	97.5	2.5	100.0
Nonwhite	N	97	6	103
	%	94.2	5.8	100.0
Total	N	2481	67	2548
	%	97.4	2.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	4.281	1	.039

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2379)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.138	.503	.784	1.148
Gender (male=1)	2.025	.522	.000	7.574*
Age (Under 30=1)	.087	.277	.754	1.091
Passengers (yes=1)	.548	.270	.042	1.729*
Registration (out of state=1)	-.044	.351	.900	.957
Time ^a and Day				
Afternoon (yes=1)	.447	.387	.248	1.564
Night (yes=1)	2.051	.384	.000	7.773*
Weekend (yes=1)	.046	.285	.871	1.047
<i>Constant</i>	-6.296	.601	.000	.002*
Nagelkerke R ² = .157				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2379	92.8%
Cases Missing from Analysis:	184	7.2%
Total Cases in Data:	2563	100.0%

Hopkinton

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	1898	67	1965
	%	96.6	3.4	100.0
Nonwhite	N	139	7	146
	%	95.2	4.8	100.0
Total	N	2037	74	2111
	%	96.5	3.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.771	1	.380

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1670)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.047	.493	.924	1.048
Gender (male=1)	.911	.332	.006	2.487*
Age (Under 30=1)	.705	.291	.015	2.024*
Passengers (yes=1)	.416	.278	.134	1.516
Registration (out of state=1)	-.435	.377	.248	.647
Time ^a and Day				
Afternoon (yes=1)	1.361	.491	.006	3.900*
Night (yes=1)	1.461	.503	.004	4.309*
Weekend (yes=1)	.454	.281	.106	1.574
<i>Constant</i>	<i>-5.764</i>	<i>.563</i>	<i>.000</i>	<i>.003*</i>
Nagelkerke R ² = .089				

Notes: A = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1670	75.6%
Cases Missing from Analysis:	539	24.4%
Total Cases in Data:	2209	100.0%

Jamestown

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	397	6	403
	%	98.5	1.5	100.0
Nonwhite	N	23	2	25
	%	92.0	8.0	100.0
Total	N	420	8	428
	%	98.1	1.9	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	5.441	1	.020

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=382)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	3.978	1.592	.012	53.431*
Gender (male=1)	1.016	1.159	.381	2.762
Age (Under 30=1)	1.465	.970	.131	4.327
Passengers (yes=1)	-.333	.932	.721	.717
Registration (out of state=1)	-10.093	47.559	.832	.000
Time ^a and Day				
Afternoon (yes=1)	7.329	43.754	.867	1524.132
Night (yes=1)	9.900	43.751	.821	19938.239
Weekend (yes=1)	-2.940	1.635	.072	.053
<i>Constant</i>	<i>-13.779</i>	<i>43.762</i>	<i>.753</i>	<i>.000</i>
Nagelkerke R ² = .415				

Notes: a = morning is reference; b = Beat 1 is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	382	85.8%
Cases Missing from Analysis:	63	4.2%
Total Cases in Data:	445	100.0%

Johnston

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	5650	65	5715
	%	98.9	1.1	100.0
Nonwhite	N	756	33	789
	%	95.8	4.2	100.0
Total	N	6406	98	6504
	%	98.5	1.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	43.319	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=5330)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.867	.259	.001	2.381*
Gender (male=1)	1.253	.346	.000	3.501*
Age (Under 30=1)	.571	.246	.020	1.770*
Passengers (yes=1)	.293	.249	.240	1.340
Registration (out of state=1)	-1.077	.522	.039	.341*
Time ^a and Day				
Afternoon (yes=1)	.107	.295	.717	1.113
Night (yes=1)	2.046	.312	.000	7.738*
Weekend (yes=1)	.255	.218	.363	1.291
<i>Constant</i>	<i>-6.000</i>	<i>.384</i>	<i>.000</i>	<i>.002*</i>
Nagelkerke R ² = .164				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	5330	69.3%
Cases Missing from Analysis:	2356	30.7%
Total Cases in Data:	7686	100.0%

Lincoln

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	2018	65	2083
	%	96.9	3.1	100.0
Nonwhite	N	665	36	701
	%	94.9	5.1	100.0
Total	N	2683	101	2784
	%	96.4	3.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	6.091	1	.014

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2393)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.663	.232	.004	1.941*
Gender (male=1)	.376	.301	.211	1.457
Age (Under 30=1)	1.185	.302	.000	3.272*
Passengers (yes=1)	.476	.241	.048	1.610*
Registration (out of state=1)	-.255	.438	.607	.798
Time ^a and Day				
Afternoon (yes=1)	-.925	.365	.011	.397*
Night (yes=1)	.285	.309	.356	1.329
Weekend (yes=1)	.266	.236	.260	1.304
<i>Constant</i>	<i>-4.850</i>	<i>.441</i>	<i>.000</i>	<i>.008*</i>
Nagelkerke R ² = .099				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2393	83.5%
Cases Missing from Analysis:	472	16.5%
Total Cases in Data:	2865	100.0%

Little Compton

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	1843	47	1890
	%	97.5	2.5	100.0
Nonwhite	N	60	2	62
	%	96.8	3.2	100.0
Total	N	1903	49	1952
	%	97.5	2.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.134	1	.714

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1884)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.143	.751	.849	.867
Gender (male=1)	1.428	.530	.007	4.211*
Age (Under 30=1)	.865	.344	.012	2.375*
Passengers (yes=1)	.596	.322	.064	1.814
Registration (out of state=1)	.709	.318	.026	2.032*
Time ^a and Day				
Afternoon (yes=1)	.278	.542	.607	1.321
Night (yes=1)	.903	.498	.070	2.466
Weekend (yes=1)	.837	.305	.006	2.309*
<i>Constant</i>	<i>-7.045</i>	<i>.751</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .124				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1884	96.0%
Cases Missing from Analysis:	78	4.0%
Total Cases in Data:	1962	100.0%

Middletown

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	2017	80	2097
	%	96.2	3.8	100.0
Nonwhite	N	298	14	312
	%	95.5	4.5	100.0
Total	N	2315	94	2409
	%	96.1	3.9	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.327	1	.567

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1962)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.475	.391	.225	.622
Gender (male=1)	1.219	.349	.000	3.384*
Age (Under 30=1)	.900	.275	.001	2.460*
Passengers (yes=1)	.467	.254	.067	1.595
Registration (out of state=1)	.160	.274	.559	1.174
Time ^a and Day				
Afternoon (yes=1)	.660	.427	.122	1.935
Night (yes=1)	1.773	.401	.000	5.890*
Weekend (yes=1)	-.002	.266	.995	.998
<i>Constant</i>	<i>-5.870</i>	<i>.499</i>	<i>.000</i>	<i>.003*</i>
Nagelkerke R ² = .150				

Notes: A = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1962	78.0%
Cases Missing from Analysis:	554	22.0%
Total Cases in Data:	2516	100.0%

Narragansett

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	2144	44	2188
	%	98.0	2.0	100.0
Nonwhite	N	192	12	204
	%	94.1	5.9	100.0
Total	N	2336	56	2392
	%	97.7	2.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	12.232	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2080)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.935	.361	.010	2.547*
Gender (male=1)	1.149	.413	.005	3.156*
Age (Under 30=1)	-.348	.313	.266	.706
Passengers (yes=1)	1.094	.324	.001	2.985*
Registration (out of state=1)	-.310	.394	.431	.733
Time ^a and Day				
Afternoon (yes=1)	1.135	.629	.071	3.110
Night (yes=1)	.858	.627	.171	2.359
Weekend (yes=1)	-.083	.324	.798	.920
<i>Constant</i>	<i>-5.901</i>	<i>.720</i>	<i>.000</i>	<i>.003*</i>
Nagelkerke R ² = .094				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2080	83.8%
Cases Missing from Analysis:	403	16.2%
Total Cases in Data:	2483	100.0%

Newport

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	7558	143	7701
	%	98.1	1.9	100.0
Nonwhite	N	949	50	999
	%	95.0	5.0	100.0
Total	N	8507	193	8700
	%	97.8	2.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	40.401	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=7614)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.808	.186	.000	2.244*
Gender (male=1)	1.086	.212	.000	2.964*
Age (Under 30=1)	.469	.169	.006	1.598*
Passengers (yes=1)	1.220	.180	.000	3.386*
Registration (out of state=1)	-.939	.223	.000	.391*
Time ^a and Day				
Afternoon (yes=1)	1.032	.313	.001	2.808*
Night (yes=1)	1.614	.306	.000	5.025*
Weekend (yes=1)	-.170	.182	.352	.844
<i>Constant</i>	<i>-6.517</i>	<i>.351</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .146				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	7614	85.8%
Cases Missing from Analysis:	1260	14.2%
Total Cases in Data:	8874	100.0%

New Shoreham

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	302	6	308
	%	98.1	1.9	100.0
Nonwhite	N	19	1	20
	%	95.0	5.0	100.0
Total	N	321	7	328
	%	97.9	2.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.838	1	.360

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=253)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.502	1.227	.682	1.652
Gender (male=1)	-.347	1.012	.732	.707
Age (Under 30=1)	-.229	.902	.800	.795
Passengers (yes=1)	-.745	.883	.399	.475
Registration (out of state=1)	-.543	.966	.574	.581
Time ^a and Day				
Afternoon (yes=1)	-8.441	40.147	.833	.000
Night (yes=1)	1.056	.995	.289	2.874
Weekend (yes=1)	-.934	1.148	.416	.393
Constant	-2.514	1.196	.036	.081*
Nagelkerke R ² = .210				

Notes: A = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	253	74.4%
Cases Missing from Analysis:	87	25.6%
Total Cases in Data:	340	100.0%

North Kingstown

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	4298	112	4410
	%	97.5	2.5	100.0
Nonwhite	N	379	21	400
	%	94.8	5.3	100.0
Total	N	4677	133	4810
	%	97.2	2.8	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	10.020	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=4000)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.688	.265	.009	1.990*
Gender (male=1)	1.061	.275	.000	2.889*
Age (Under 30=1)	.652	.209	.002	1.919*
Passengers (yes=1)	.269	.207	.194	1.309
Registration (out of state=1)	.091	.360	.800	1.096
Time ^a and Day				
Afternoon (yes=1)	.448	.305	.142	1.565
Night (yes=1)	.951	.293	.001	2.587*
Weekend (yes=1)	-.153	.232	.509	.858
<i>Constant</i>	<i>-5.447</i>	<i>.363</i>	<i>.000</i>	<i>.004*</i>
Nagelkerke R ² = .071				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	4000	79.9%
Cases Missing from Analysis:	1009	20.1%
Total Cases in Data:	5009	100.0%

North Providence

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3444	194	3639
	%	94.7	5.3	100.0
Nonwhite	N	1304	152	1456
	%	89.6	10.4	100.0
Total	N	4748	346	5094
	%	93.2	6.8	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	42.837	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=4265)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.573	.127	.000	1.774*
Gender (male=1)	1.280	.227	.000	3.597*
Age (Under 30=1)	.231	.133	.083	1.260
Passengers (yes=1)	.586	.129	.000	1.797*
Registration (out of state=1)	-.130	.289	.653	.878
Time ^a and Day				
Afternoon (yes=1)	.435	.198	.028	1.544*
Night (yes=1)	.681	.202	.001	1.976*
Weekend (yes=1)	.052	.143	.714	1.054
<i>Constant</i>	<i>-4.816</i>	<i>.278</i>	<i>.000</i>	<i>.008*</i>
Nagelkerke R ² = .078				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	4265	80.1%
Cases Missing from Analysis:	1060	19.9%
Total Cases in Data:	5325	100.0%

North Smithfield

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	2142	86	2228
	%	96.1	3.9	100.0
Nonwhite	N	344	48	392
	%	87.8	12.2	100.0
Total	N	2486	134	2620
	%	94.6	5.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	48.294	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2389)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	1.226	.200	.000	3.406*
Gender (male=1)	.383	.227	.291	1.467
Age (Under 30=1)	.173	.198	.381	1.189
Passengers (yes=1)	.408	.200	.041	1.504*
Registration (out of state=1)	-.002	.255	.994	.998
Time ^a and Day				
Afternoon (yes=1)	-.331	.254	.194	.718
Night (yes=1)	.433	.238	.069	1.541
Weekend (yes=1)	-.033	.214	.878	.968
<i>Constant</i>	<i>-3.791</i>	<i>.277</i>	<i>.000</i>	<i>.023*</i>
Nagelkerke R ² = .074				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2389	88.3%
Cases Missing from Analysis:	316	11.7%
Total Cases in Data:	2705	100.0%

Pawtucket

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	11675	93	11768
	%	99.2	0.8	100.0
Nonwhite	N	3707	109	3816
	%	97.1	2.9	100.0
Total	N	15382	202	15584
	%	98.7	1.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	96.147	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=13131)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.636	.171	.000	1.890*
Gender (male=1)	1.508	.256	.000	4.416*
Age (Under 30=1)	1.034	.183	.000	2.813*
Passengers (yes=1)	.882	.173	.000	2.416*
Registration (out of state=1)	-1.129	.322	.000	.323*
Time ^a and Day				
Afternoon (yes=1)	1.567	.284	.000	4.792*
Night (yes=1)	2.862	.300	.000	17.503*
Weekend (yes=1)	.842	.197	.000	2.320*
<i>Constant</i>	<i>-8.092</i>	<i>.366</i>	<i>.000</i>	<i>.000*</i>
Nagelkerke R ² = .237				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	13131	82.4%
Cases Missing from Analysis:	2796	17.6%
Total Cases in Data:	15927	100.0%

Portsmouth

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	3580	187	3767
	%	95.0	5.0	100.0
Nonwhite	N	291	27	318
	%	91.5	8.5	100.0
Total	N	3871	214	4085
	%	94.8	5.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	7.346	1	.007

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=3962)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.322	.232	.166	1.379
Gender (male=1)	.380	.165	.021	1.463*
Age (Under 30=1)	.605	.157	.000	1.832*
Passengers (yes=1)	.904	.151	.000	2.471*
Registration (out of state=1)	-.159	.155	.303	.853
Time ^a and Day				
Afternoon (yes=1)	.535	.226	.018	1.707*
Night (yes=1)	1.191	.216	.000	3.291*
Weekend (yes=1)	-.152	.167	.362	.859
<i>Constant</i>	<i>-4.515</i>	<i>.244</i>	<i>.000</i>	<i>.011*</i>
Nagelkerke R ² = .096				
Notes: a = morning is reference; * p < .05				
<i>Cases Processing Summary</i>				
Cases Included in Analysis:	3962	96.7%		
Cases Missing from Analysis:	136	3.3%		
Total Cases in Data:	4098	100.0%		

Providence

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3567	622	4189
	%	85.2	14.8	100.0
Nonwhite	N	4003	1054	5057
	%	79.2	20.8	100.0
Total	N	7570	1676	9246
	%	81.9	18.1	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	55.465	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=6832)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.309	.069	.000	1.361*
Gender (male=1)	1.086	.107	.000	2.962*
Age (Under 30=1)	.197	.071	.006	1.217*
Passengers (yes=1)	.768	.070	.000	2.155*
Registration (out of state=1)	-.016	.045	.713	.984
Time ^a and Day				
Afternoon (yes=1)	.072	.098	.461	1.075
Night (yes=1)	.513	.095	.000	1.671*
Weekend (yes=1)	-.140	.080	.079	.869
<i>Constant</i>	-3.429	.134	.000	.032*
Nagelkerke R ² = .096				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	6832	69.1%
Cases Missing from Analysis:	3059	30.9%
Total Cases in Data:	9891	100.0%

Richmond

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	781	17	798
	%	97.9	2.1	100.0
Nonwhite	N	51	2	53
	%	96.2	3.8	100.0
Total	N	832	19	851
	%	97.8	2.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.615	1	.433

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=735)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.155	1.063	.884	.856
Gender (male=1)	1.517	.766	.047	4.560*
Age (Under 30=1)	-.913	.512	.080	.401
Passengers (yes=1)	-.548	.588	.351	.578
Registration (out of state=1)	-1.651	1.042	.113	.192
Time ^a and Day				
Afternoon (yes=1)	-.522	.647	.420	.594
Night (yes=1)	-.527	.668	.430	.590
Weekend (yes=1)	-.537	.589	.362	.585
<i>Constant</i>	<i>-3.539</i>	<i>.845</i>	<i>.000</i>	<i>.029*</i>
Nagelkerke R ² = .103				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	735	84.0%
Cases Missing from Analysis:	140	16.0%
Total Cases in Data:	875	100.0%

Scituate

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	1654	64	1718
	%	96.3	3.7	100.0
Nonwhite	N	93	12	105
	%	88.6	11.4	100.0
Total	N	1747	76	1823
	%	95.8	4.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	14.698	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1747)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	1.183	.343	.001	3.265*
Gender (male=1)	.366	.283	.196	1.443
Age (Under 30=1)	.095	.242	.695	1.100
Passengers (yes=1)	.277	.258	.282	1.319
Registration (out of state=1)	-.310	.312	.321	.734
Time ^a and Day				
Afternoon (yes=1)	.250	.316	.428	1.284
Night (yes=1)	.370	.316	.241	1.448
Weekend (yes=1)	-.239	.297	.421	.787
<i>Constant</i>	<i>-3.735</i>	<i>.335</i>	<i>.000</i>	<i>.024*</i>
Nagelkerke R ² = .032				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1747	95.2%
Cases Missing from Analysis:	89	4.8%
Total Cases in Data:	1836	100.0%

South Kingstown

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	14544	103	14647
	%	99.3	0.7	100.0
Nonwhite	N	1095	23	1118
	%	97.9	2.1	100.0
Total	N	15369	126	15765
	%	99.2	0.8	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	24.019	1	.000

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=13310)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.475	.267	.075	1.608
Gender (male=1)	1.357	.290	.000	3.884*
Age (Under 30=1)	.754	.223	.001	2.125*
Passengers (yes=1)	.743	.206	.000	2.103*
Registration (out of state=1)	-.366	.263	.164	.693
Time ^a and Day				
Afternoon (yes=1)	.430	.314	.170	1.538
Night (yes=1)	1.500	.304	.000	4.482*
Weekend (yes=1)	.346	.212	.103	1.413
<i>Constant</i>	<i>-7.371</i>	<i>.385</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .122				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	13310	81.4%
Cases Missing from Analysis:	3045	18.6%
Total Cases in Data:	16355	100.0%

Smithfield

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3702	110	3812
	%	97.1	2.9	100.0
Nonwhite	N	409	27	436
	%	93.8	6.2	100.0
Total	N	4111	137	4248
	%	96.8	3.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	13.710	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=4176)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.767	.229	.001	2.153*
Gender (male=1)	1.604	.318	.000	4.975*
Age (Under 30=1)	.711	.201	.000	2.035*
Passengers (yes=1)	.602	.183	.001	1.825*
Registration (out of state=1)	-.208	.278	.453	.812
Time ^a and Day				
Afternoon (yes=1)	-.177	.250	.478	.838
Night (yes=1)	1.006	.232	.000	2.734*
Weekend (yes=1)	.338	.191	.077	1.402
<i>Constant</i>	-5.852	.374	.000	.003*
Nagelkerke R ² = .130				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	4176	98.3%
Cases Missing from Analysis:	74	1.7%
Total Cases in Data:	4250	100.0%

Tiverton

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	2164	47	2211
	%	97.9	2.1	100.0
Nonwhite	N	52	8	60
	%	86.7	13.3	100.0
Total	N	2216	55	2271
	%	97.6	2.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	31.049	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2029)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	1.330	.496	.007	3.779*
Gender (male=1)	.055	.330	.868	1.057
Age (Under 30=1)	.033	.327	.921	1.033
Passengers (yes=1)	1.168	.326	.000	3.216*
Registration (out of state=1)	.303	.310	.328	1.354
Time ^a and Day				
Afternoon (yes=1)	-.438	.471	.352	.646
Night (yes=1)	.981	.401	.015	2.668*
Weekend (yes=1)	-.011	.342	.973	.989
<i>Constant</i>	<i>-4.841</i>	<i>.426</i>	<i>.000</i>	<i>.008*</i>
Nagelkerke R ² = .121				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2029	87.3%
Cases Missing from Analysis:	294	12.7%
Total Cases in Data:	2323	100.0%

University of Rhode Island

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	658	8	666
	%	98.8	1.2	100.0
Nonwhite	N	131	2	133
	%	98.5	1.5	100.0
Total	N	789	10	799
	%	98.7	1.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.082	1	.774

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=679)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.063	.864	.942	1.065
Gender (male=1)	1.430	1.093	.191	4.178
Age (Under 30=1)	-.628	.906	.488	.534
Passengers (yes=1)	1.560	.841	.064	4.757
Registration (out of state=1)	-.772	1.094	.480	.462
Time ^a and Day				
Afternoon (yes=1)	4.062	26.442	.878	58.067
Night (yes=1)	5.163	26.437	.845	174.659
Weekend (yes=1)	-.053	.778	.946	.949
<i>Constant</i>	<i>-10.349</i>	<i>26.466</i>	<i>.696</i>	<i>.000</i>
Nagelkerke R ² = .130				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	679	79.2%
Cases Missing from Analysis:	178	20.8%
Total Cases in Data:	857	100.0%

Warren

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	2319	121	2440
	%	95.0	5.0	100.0
Nonwhite	N	141	17	158
	%	89.2	10.8	100.0
Total	N	2460	138	2598
	%	94.7	5.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	9.927	1	.002

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=2517)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.857	.282	.002	2.357*
Gender (male=1)	.638	.232	.006	1.892*
Age (Under 30=1)	.290	.190	.127	1.337
Passengers (yes=1)	.446	.187	.017	1.561*
Registration (out of state=1)	-1.202	.351	.001	.300*
Time ^a and Day				
Afternoon (yes=1)	.176	.253	.486	1.193
Night (yes=1)	.224	.264	.396	1.250
Weekend (yes=1)	.414	.194	.033	1.513*
<i>Constant</i>	-3.926	.294	.000	.020*
Nagelkerke R ² = .061				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	2517	96.0%
Cases Missing from Analysis:	104	4.0%
Total Cases in Data:	2621	100.0%

Warwick

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	10834	550	11384
	%	95.2	4.8	100.0
Nonwhite	N	1348	148	1496
	%	90.1	9.9	100.0
Total	N	12181	698	12880
	%	94.6	5.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	66.094	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=11087)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.476	.111	.000	1.610*
Gender (male=1)	.797	.112	.000	2.218*
Age (Under 30=1)	.435	.094	.000	1.545*
Passengers (yes=1)	.550	.089	.000	1.733*
Registration (out of state=1)	-.361	.196	.046	.676*
Time ^a and Day				
Afternoon (yes=1)	.266	.145	.068	1.304
Night (yes=1)	.658	.138	.000	1.932*
Weekend (yes=1)	-.049	.100	.626	.953
<i>Constant</i>	<i>-4.427</i>	<i>.157</i>	<i>.000</i>	<i>.012*</i>
Nagelkerke R ² = .061				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	11087	83.7%
Cases Missing from Analysis:	2160	16.3%
Total Cases in Data:	13247	100.0%

Westerly

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3101	138	3239
	%	95.7	4.3	100.0
Nonwhite	N	234	20	254
	%	91.8	7.9	100.0
Total	N	3335	158	3493
	%	95.5	4.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	7.121	1	.008

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=3028)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.256	.311	.409	1.292
Gender (male=1)	.493	.220	.025	1.637*
Age (Under 30=1)	.826	.215	.000	2.284*
Passengers (yes=1)	.776	.191	.000	2.172*
Registration (out of state=1)	.177	.194	.362	1.194
Time ^a and Day				
Afternoon (yes=1)	-.380	.306	.214	.684
Night (yes=1)	.941	.249	.000	2.564*
Weekend (yes=1)	.343	.186	.065	1.409
<i>Constant</i>	<i>-4.923</i>	<i>.323</i>	<i>.000</i>	<i>.007*</i>
Nagelkerke R ² = .118				

Notes: A = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	3028	81.6%
Cases Missing from Analysis:	683	18.4%
Total Cases in Data:	3711	100.0%

West Warwick

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	1913	83	1996
	%	95.8	4.2	100.0
Nonwhite	N	211	18	229
	%	92.1	7.9	100.0
Total	N	2124	101	2225
	%	95.5	4.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	6.495	1	.011

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1979)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.206	.313	.510	1.228
Gender (male=1)	.802	.295	.006	2.230*
Age (Under 30=1)	-.170	.233	.464	.843
Passengers (yes=1)	.895	.231	.000	2.447*
Registration (out of state=1)	-5.427	9.605	.572	.004
Time ^a and Day				
Afternoon (yes=1)	-.108	.303	.721	.898
Night (yes=1)	1.140	.293	.000	3.126*
Weekend (yes=1)	.668	.246	.007	1.950*
<i>Constant</i>	<i>-4.482</i>	<i>.362</i>	<i>.000</i>	<i>.001*</i>
Nagelkerke R ² = .116				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1979	87.2%
Cases Missing from Analysis:	290	12.8%
Total Cases in Data:	2269	100.0%

West Greenwich

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		Total
		No	Yes	
White	N	1620	48	1669
	%	97.1	2.9	100.0
Nonwhite	N	81	2	83
	%	97.6	2.4	100.0
Total	N	1701	50	1751
	%	97.1	1.5	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	0.062	1	.803

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1564)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.727	1.036	.483	.484
Gender (male=1)	.807	.429	.060	2.241
Age (Under 30=1)	.495	.362	.172	1.641
Passengers (yes=1)	.156	.361	.666	1.168
Registration (out of state=1)	.025	.745	.973	1.025
Time ^a and Day				
Afternoon (yes=1)	.355	.473	.454	1.426
Night (yes=1)	.547	.489	.263	1.728
Weekend (yes=1)	.181	.387	.639	1.199
<i>Constant</i>	<i>-5.024</i>	<i>.532</i>	<i>.000</i>	<i>.007*</i>
Nagelkerke R ² = .034				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1564	86.6%
Cases Missing from Analysis:	241	13.4%
Total Cases in Data:	1805	100.0%

Woonsocket

**Table 1: Bivariate Analysis of Searches
Searches by Race**

Race		Search		
		No	Yes	Total
White	N	3125	322	3447
	%	90.7	9.3	100.0
Nonwhite	N	1101	254	1355
	%	100.0	18.7	100.0
Total	N	4226	576	4802
	%	88.0	12.0	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	81.483	1	.000

**Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=4165)**

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.539	.102	.000	1.714*
Gender (male=1)	1.043	.141	.000	2.838*
Age (Under 30=1)	.351	.104	.001	1.420*
Passengers (yes=1)	.677	.104	.000	1.969*
Registration (out of state=1)	-.149	.151	.322	.861
Time ^a and Day				
Afternoon (yes=1)	.867	.158	.000	2.379*
Night (yes=1)	.945	.166	.000	2.572*
Weekend (yes=1)	.183	.110	.097	1.200
Constant	-4.338	.199	.000	.013*
Nagelkerke R ² = .115				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	4165	83.3%
Cases Missing from Analysis:	834	16.7%
Total Cases in Data:	4999	100.0%

Location Specific Multivariate Analysis for Selected Jurisdictions

When designing and testing the multivariate model we closely examined the relationship between location, race and searches. Theoretically the context of particular neighborhoods may strongly influence an officer's decision to conduct a search. However, the multivariate model was designed to measure the influence of race on the decision to stop within the context of that specific encounter. Neighborhood or location is a macro level factor that may alter the contexts of specific encounters. For example, in high crime neighborhoods, often neighborhoods with higher non-white driving populations, the police may choose to search almost everyone they stop because traffic stops are being made as a form of crime control. Therefore, many non-whites will be searched in that particular neighborhood not necessarily because of individual officer bias but rather because most stops in that location result in a search.

While location may strongly affect the relationship between race and search controlling for location in the initial model would be inappropriate. To overcome this problem we examine the relationship between race and search controlling for all the variables in the original multivariate model separately for each location. The following tables examine racial disparities in searches in across each stop location in Providence.⁵⁷ In most locations of Providence (8 out of 11 districts modified districts) the race of the driver is not significantly related to the decision to search the individual. However in grouped locations four and seven officers are significantly more likely to search non-white drivers and in one grouped location, location 2, the grouped location with the highest number of searches, officers were more likely to search white drivers

⁵⁷ The original stop locations in Providence have been grouped based on location proximity to facilitate a more useful and compact analysis. A full description of the recode information can be found in the appendix.

Location Specific Analysis - Providence

Providence: Location Group 1 (Originally Group 11 and 12)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	155	37	192
	%	80.7	19.3	100.0
Nonwhite	N	200	46	246
	%	81.3	18.7	100.0
Total	N	355	83	438
	%	81.1	18.9	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.023	1	.880

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=330)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.017	.324	.957	.983
Gender (male=1)	1.638	.615	.008	5.147*
Age (Under 30=1)	.137	.324	.671	1.147
Passengers (yes=1)	.307	.320	.338	1.359
Registration (out of state=1)	-.095	.444	.831	.910
Time ^a and Day				
Afternoon (yes=1)	-.032	.394	.935	.968
Night (yes=1)	-.375	.436	.390	.687
Weekend (yes=1)	.104	.358	.771	1.110
Constant	-3.112	.700	.000	.045*
Nagelkerke R ² = .061				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	330	72.4%
Cases Missing from Analysis:	126	27.6%
Total Cases in Data:	456	100.0%

Providence: Location Group 2 (originally locations 12, 16, 17 and 19)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	368	219	587
	%	62.7	37.3	100.0
Nonwhite	N	986	346	1332
	%	74.0	26.0	100.0
Total	N	1354	565	1919
	%	70.6	29.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	25.188	1	.000

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=1405)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	-.749	.137	.000	.473*
Gender (male=1)	.928	.175	.000	2.528*
Age (Under 30=1)	.266	.131	.042	1.304*
Passengers (yes=1)	.672	.130	.000	1.957*
Registration (out of state=1)	.102	.209	.626	1.107
Time ^a and Day				
Afternoon (yes=1)	.231	.180	.200	1.260
Night (yes=1)	.500	.174	.004	1.649*
Weekend (yes=1)	-.033	.143	.817	.968
<i>Constant</i>	<i>-2.036</i>	<i>.233</i>	<i>.000</i>	<i>.131*</i>
Nagelkerke R ² = .094				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	1405	68.1%
Cases Missing from Analysis:	658	31.9%
Total Cases in Data:	2063	100.0%

Providence: Location Group 3 (originally locations 14 and 40)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	91	23	114
	%	79.8	20.2	100.0
Nonwhite	N	158	46	204
	%	77.5	22.5	100.0
Total	N	249	69	318
	%	78.3	21.7	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.243	1	.622

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=238)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.358	.391	.360	1.431
Gender (male=1)	1.768	.640	.006	5.860*
Age (Under 30=1)	.753	.419	.073	2.123
Passengers (yes=1)	1.470	.392	.000	4.348*
Registration (out of state=1)	1.240	.550	.024	3.455*
Time ^a and Day				
Afternoon (yes=1)	.017	.676	.979	1.018
Night (yes=1)	.659	.614	.283	1.933
Weekend (yes=1)	-.799	.424	.060	.450
<i>Constant</i>	<i>-4.869</i>	<i>.943</i>	<i>.000</i>	<i>.008*</i>
Nagelkerke R ² = .262				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	238	71.7%
Cases Missing from Analysis:	94	28.3%
Total Cases in Data:	332	100.0%

Providence: Location Group 4 (*originally locations 42 and 43*)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	213	31	244
	%	87.3	12.7	100.0
Nonwhite	N	366	116	482
	%	75.9	24.1	100.0
Total	N	579	147	726
	%	79.8	20.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	12.949	1	.000

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=556)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.557	.263	.034	1.745*
Gender (male=1)	.881	.363	.015	2.414*
Age (Under 30=1)	.483	.254	.057	1.621
Passengers (yes=1)	.424	.233	.068	1.529
Registration (out of state=1)	1.139	.306	.000	3.124*
Time ^a and Day				
Afternoon (yes=1)	.277	.309	.371	1.319
Night (yes=1)	.659	.318	.039	1.932*
Weekend (yes=1)	.084	.262	.748	1.088
<i>Constant</i>	<i>-3.601</i>	<i>.465</i>	<i>.000</i>	<i>.027*</i>
Nagelkerke R ² = .121				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	556	71.1%
Cases Missing from Analysis:	226	28.9%
Total Cases in Data:	782	100.0%

Providence: Location Group 5 (originally locations 44, 46 and 47)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	340	68	408
	%	83.3	16.7	100.0
Nonwhite	N	560	148	708
	%	79.1	20.9	100.0
Total	N	900	216	1116
	%	80.6	19.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	2.977	1	.084

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=823)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.047	.203	.817	1.048
Gender (male=1)	1.096	.293	.000	2.992*
Age (Under 30=1)	.524	.205	.010	1.689*
Passengers (yes=1)	1.166	.205	.000	3.210*
Registration (out of state=1)	-.020	.054	.706	.980
Time ^a and Day				
Afternoon (yes=1)	.299	.277	.280	1.349
Night (yes=1)	1.185	.266	.000	3.271*
Weekend (yes=1)	-.2063	.240	.390	.813
<i>Constant</i>	<i>-3.921</i>	<i>.394</i>	<i>.000</i>	<i>.020*</i>
Nagelkerke R ² = .189				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	823	68.8%
Cases Missing from Analysis:	374	31.2%
Total Cases in Data:	1197	100.0%

Providence: Location Group 6 (*originally locations 41, 48 and 49*)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	645	50	695
	%	92.8	7.2	100.0
Nonwhite	N	308	35	343
	%	89.8	10.2	100.0
Total	N	953	85	1038
	%	91.8	8.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	2.767	1	.096

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=797)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.511	.291	.079	1.667
Gender (male=1)	1.650	.606	.006	5.209*
Age (Under 30=1)	.298	.329	.365	1.347
Passengers (yes=1)	1.366	.348	.000	3.921*
Registration (out of state=1)	.081	.344	.813	1.085
Time ^a and Day				
Afternoon (yes=1)	-.400	.402	.320	.671
Night (yes=1)	-.271	.385	.482	.763
Weekend (yes=1)	-.474	.345	.170	.623
<i>Constant</i>	-4.956	.689	.000	.007*
Nagelkerke R ² = .112				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	797	73.3%
Cases Missing from Analysis:	290	26.7%
Total Cases in Data:	1087	100.0%

Providence: Location Group 7 (originally locations 31, 32, 33 and 37)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	541	26	567
	%	95.4	4.6	100.0
Nonwhite	N	209	41	250
	%	83.6	16.4	100.0
Total	N	750	67	817
	%	91.8	8.2	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	32.169	1	.000

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=637)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	1.016	.342	.003	2.761*
Gender (male=1)	1.096	.621	.078	2.992
Age (Under 30=1)	.499	.383	.193	1.647
Passengers (yes=1)	1.099	.355	.002	3.000*
Registration (out of state=1)	-.849	.508	.095	.428
Time ^a and Day				
Afternoon (yes=1)	-.961	.621	.122	.382
Night (yes=1)	-.388	.603	.520	.679
Weekend (yes=1)	-.542	.421	.198	.581
<i>Constant</i>	<i>-4.020</i>	<i>.784</i>	<i>.000</i>	<i>.018*</i>
Nagelkerke R ² = .163				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	637	75.3%
Cases Missing from Analysis:	209	24.7%
Total Cases in Data:	846	100.0%

Providence: Location Group 8 (*originally locations 34 and 36*)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	268	11	279
	%	96.1	3.9	100.0
Nonwhite	N	122	20	142
	%	85.9	14.1	100.0
Total	N	390	31	421
	%	92.6	7.4	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	14.190	1	.000

NO MULTIVARIATE ANALYSIS CONDUCTED DUE TO LOW NUMBER OF SEARCHES IN THIS LOCATION

Table 2: Multivariate Analysis –
Logistic Regression Predicting Search (yes=1; N=316)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)				
Gender (male=1)				
Age (Under 30=1)				
Passengers (yes=1)				
Registration (out of state=1)				
Time ^a and Day				
Afternoon (yes=1)				
Night (yes=1)				
Weekend (yes=1)				

Constant

Nagelkerke R² =

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	316	72.3%
Cases Missing from Analysis:	121	27.7%
Total Cases in Data:	437	100.0%

Providence: Location Group 9 (originally locations 23 and 24)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	134	19	153
	%	87.6	12.4	100.0
Nonwhite	N	110	27	137
	%	80.3	19.7	100.0
Total	N	244	46	290
	%	84.1	15.9	290

Chi-Square Test

	Value	Df	Sig.
Chi Square	2.878	1	.090

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=211)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.302	.436	.489	1.352
Gender (male=1)	2.189	1.041	.035	8.929*
Age (Under 30=1)	-.494	.433	.254	.610
Passengers (yes=1)	.208	.420	.620	1.231
Registration (out of state=1)	-.283	.678	.676	.754
Time ^a and Day				
Afternoon (yes=1)	.651	.659	.323	1.917
Night (yes=1)	1.227	.619	.047	3.411*
Weekend (yes=1)	-.140	.466	.764	.870
<i>Constant</i>	<i>-4.419</i>	<i>1.152</i>	<i>.000</i>	<i>.012*</i>
Nagelkerke R ² = .134				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	211	66.6%
Cases Missing from Analysis:	106	33.4%
Total Cases in Data:	317	100.0%

Providence: Location Group 10 (originally location 27 and 28)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		
		No	Yes	Total
White	N	155	21	176
	%	88.1	11.9	100.0
Nonwhite	N	263	56	319
	%	82.4	17.6	100.0
Total	N	418	77	495
	%	84.4	15.6	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	2.730	1	.098

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=389)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.563	.351	.109	1.756
Gender (male=1)	1.749	.614	.004	5.747*
Age (Under 30=1)	.869	.364	.017	2.384*
Passengers (yes=1)	.545	.302	.072	1.724
Registration (out of state=1)	.210	.452	.642	1.234
Time ^a and Day				
Afternoon (yes=1)	-.565	.470	.229	.569
Night (yes=1)	-.481	.481	.317	.618
Weekend (yes=1)	.097	.333	.770	1.102
<i>Constant</i>	<i>.097</i>	<i>.773</i>	<i>.000</i>	<i>.016*</i>
Nagelkerke R ² = .135				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	389	73.5%
Cases Missing from Analysis:	140	26.5%
Total Cases in Data:	529	100.0%

Providence: Location Group 11 (*originally locations 21, 22 and 26*)

Table 1: Bivariate Analysis of Searches
Searches by Race

Race		Search		Total
		No	Yes	
White	N	275	31	306
	%	89.9	10.1	100.0
Nonwhite	N	259	37	296
	%	87.5	12.5	100.0
Total	N	534	68	602
	%	88.7	11.3	100.0

Chi-Square Test

	Value	Df	Sig.
Chi Square	.843	1	.359

Table 2: Multivariate Analysis
Logistic Regression Predicting Search (yes=1; N=461)

Variable	B	S.E.	Sig.	Odds Ratio
Driver/Car Characteristics				
Race (nonwhite=1)	.234	.564	.453	1.263
Gender (male=1)	.927	4.118	.042	2.527*
Age (Under 30=1)	.166	.271	.603	1.180
Passengers (yes=1)	.196	.395	.530	1.216
Registration (out of state=1)	-.825	1.143	.285	.438
Time ^a and Day				
Afternoon (yes=1)	.126	.094	.759	1.135
Night (yes=1)	1.160	7.633	.006	3.189*
Weekend (yes=1)	-.269	.439	.508	.764
<i>Constant</i>	<i>-3.445</i>	<i>39.109</i>	<i>.000</i>	<i>.032*</i>
Nagelkerke R ² = .100				

Notes: a = morning is reference; * p < .05

Cases Processing Summary

Cases Included in Analysis:	461
Cases Missing from Analysis:	178
Total Cases in Data:	639

Section 8

Conclusion and Recommendation

Racial disparities in traffic stops can be produced by a number of factors that we are just beginning to understand, only one of which is racial bias on the part of individual officers. Regardless of why they occur, racial disparities may impose costs on minority citizens and may negatively influence how community members perceive the police in their community. This report has identified a number of areas where racial disparities in stops and searches exist. Additionally the report has provided police and community stakeholders with extensive information to help provide a context for these disparities.

Findings

The findings from the traffic stop statistics analysis conducted in Rhode Island strongly suggest that most jurisdictions stop non-white drivers at a rate higher than would be expected in the driving population.

- The ten Rhode Island communities with the highest levels of disparity (using a measure of difference in percent) are Providence, Lincoln, Woonsocket, Cranston, North Providence, Foster, North Smithfield, Cumberland, Johnston and Smithfield.
- Conversely, in Barrington, Coventry, Tiverton, Burrillville, Bristol, Pawtucket and South Kingstown the police stop non-white drivers at a rate that is roughly equal to or lower than the estimated driving population of non whites.

When examining the distribution of disparities it is important to remember that such differences may be attributable to officer bias, institutional bias, or differential law enforcement action in particular neighborhoods in response to crime control problems or traffic safety issues. It is not possible to explain the degree to which such disparities are justified or legitimate with the information that was made available through the traffic stop statistics data. The goal, as noted, was to identify jurisdictions with disparities that we are more confident are not due to sampling error or chance alone and provide some information that can help stakeholders in such communities identify the potential sources and explanations for disparities. Therefore, jurisdictions that fell above the statewide average for measures of disparity were subjected to an additional level of analysis to help identify the contexts under which such disparities emerged.

Twenty jurisdictions had disparities in traffic stops higher than the statewide average using either a measure of differences in percent or a ratio measure. These jurisdictions were selected for additional review because we were most confident that the differences observed between the non-white population stopped by the police and the non-white driving population estimate were meaningful. In the second level review, each departments if provided detailed information about their traffic stops in an effort to pinpoint where the greatest disparities exist so that they can target strategies to reduce these disparities to the areas of greatest need. Each agency was provided information about their traffic stops: by neighborhood within the city, by time of day, by time of day within each neighborhood, by season and by the basis for the stop. While each community has different areas of concern some patterns have emerged when we look across communities in Rhode Island.

While there are specific jurisdictional differences in the racial make up of stop by time of day in no case do time differences appear to explain citywide racial disparities. Likewise, across most jurisdictions we find little difference in racial disparities by season. Most jurisdictions have certain neighborhoods where disparities are greater than others. While it is true that the demographics vary across neighborhoods we have controlled for the local neighborhood population and a large number of racial disparities remain. Examining racial differences in stops by the basis for the traffic stop indicates that in many communities whites are stopped for speeding at a higher rate than non-white drivers. Conversely, non-white drivers are stopped proportionately more often for equipment and registration violations.

Nationwide, racial disparities in the likelihood of being searched once a vehicle is stopped have become one of the most persistent concerns in assessments of racial profiling. Studies to date have shown that non-white drivers are subjected to searches at a much higher rate than white drivers. Although there are a number of important factors that may partially explain the existence of such racial differences, disparate search rates, more than any other post-stop activity, are consistently identified in the literature as problematic.

In Rhode Island racial disparities in search rates have been a persistent concern throughout the two-year study. Although once stopped motorists receive traffic citations fairly evenly across all racial groups, non-white drivers in Rhode Island are more likely than white drivers to be subjected to a search. Interpreting racial disparities in searches is somewhat clearer than in traffic stops because search analysis does not depend on establishing a correct benchmark. To understand disparities in search behavior two basic questions are addressed: 1) of those motorists who are stopped, are non-whites searched more often than whites? 2) if so, are there legitimate explanations for the existence of such disparities?

The primary analysis of searches in this report focuses only on discretionary searches, that is, all searches that are not instigated incident to a lawful arrest. Removing non-discretionary searches provides the most precise measure of how race may factor into discretionary decisions by police to search motorists.

- Statewide, discretionary searches are rare events. Only 4.5% of traffic stops resulted in a discretionary search of the driver, passenger or vehicle.
- Statewide, non-white motorists are 2.5 times more likely to be searched than white motorists.
- Once stopped, 8.9% of the non-white drivers they stopped, but only 3.6% of white drivers, yielding a disparity of 5.3% between white and non-white drivers searched.
- Simply comparing the percentage of white drivers searched with the percentage of non-white drivers searched, thirteen jurisdictions had racial disparities in searches greater than 5.0% – Tiverton, Bristol, Woonsocket, North Smithfield and Scituate are among the communities with the highest racial disparities in searches. Another eleven jurisdictions had racial disparities between 5% and 3%, while twelve had disparities between 3% and 1%. All but ten jurisdictions had statistically significant positive measures of disparity, meaning that non-white motorists were searched proportionately more often than white motorists.

In order to isolate the degree to which race alone is associated with search decisions, we have controlled for other factors that could also be associated with the decision to search. Using a statistical analysis technique called logistic regression, we examined the

relationship between race and search while controlling for driver/car characteristics (gender, age, passengers and state of registration) and situational variables (time of day and weekend versus weekday). Logistic regression analysis predicts the odds of a search being conducted.

- Statewide we found that the odds of an officer searching a non-white driver remain twice as great as those of an officer searching a white driver after making a traffic stop. This is true even after controlling for the variables listed above (odd ratio = 2.007).
- Even after controlling for measurable variables, twenty-one jurisdictions had significant relationships between a driver's race and the likelihood of being searched.

Another way to evaluate disparities in search practices is to examine the level of productivity of searching different groups. That is, to raise the question: are some groups more likely to be found with contraband and does this account for the disparities in searches?

- Statewide, when the traffic stop results in a search, the possession of contraband does not appear to explain the racial disparities in searches between white and non-white drivers. When searched, Whites are more likely to have the search result in contraband being found. 23.5% of White drivers who were searched were found with contraband compared to 17.8% of non-white drivers.
- Non-white drivers are proportionately more likely to be subjected to searches where there is both no contraband found and no action (citation or arrest) taken by the police. Statewide, 6.6% of white searches result in no action compared to 11% of non-white drivers. In these cases motorists were stopped, detained and searched, but no citation was issued, no arrest was made and no contraband was found.

Although consent searches are often suggested as a cause of racial disparities in search patterns, in Rhode Island there is no racial difference between the proportion of searches that are based on driver consent (9.6% of both white and black motorists searches are indicated as consent searches).

Recommendations

Using the data presented in this report, law enforcement officials and community stakeholders should closely examine the existence of racial disparities and develop

strategies to reduce disparities in the future. The following recommendations may help guide communities in effectively addressing concerns about racial disparities in traffic stop practices.

- Law enforcement should closely examine and address any internal practices or actions of individual officers that may cause the types of disparate stop patterns observed in this study. In departments that were identified as having racial disparities in either stop or search practices, supervision and monitoring programs should be established to help determine whether such disparities are the result of wide-spread institutional practices or the actions of a smaller number of individual officers.
- In each jurisdiction law enforcement officials should meet with members of the community to review and discuss the information from this report so they can begin a process of enhancing trust. Two types of discussions are recommended.
 - First, a discussion of the role traffic stops should play in promoting traffic safety, drug control, or other legitimate law enforcement goals, and how they might evaluate if the existing traffic stop practices are meeting those goals. Since specific traffic enforcement practices may be contributing to racially disparate traffic stop patterns, departments should closely assess both benefits and potential costs of such enforcement strategies considering the potential disparities such practices create.
 - Second, a discussion with local community representatives should take place regarding any disparities identified in this report. Such discussions may help both community members to better understand the traffic safety needs being met by particular enforcement strategies and law enforcement to better understand the personal costs motorists face associated with disparate stop practices. It is hoped that this discussion will encourage the development of alternative strategies that yield less of a disparity.
- Each police department should develop a traffic stop information system to help monitor traffic stop enforcement prospectively. The Traffic Stop Statistics Study provided useful data on how frequently traffic stops occur, for what reason they occur, where they occur, who they affect and the outcomes of the stops. For most departments in Rhode Island, this is the first time such data have ever been systematically collected. In order to monitor the changes made to reduce disparities in departments of high concern and prevent future disparities in all departments, monitoring systems should be established.
- The Rhode Island Training Officers Association or the Rhode Island Chiefs of Police Association should develop (using existing national curriculum) a training program for both in service and recruit training. This curriculum should review the national issues around racial profiling and should include a review of the process of data collection and analysis undertaken in Rhode Island. The goal of such training would be to

increase awareness of the issue of racial profiling among law enforcement officers and to provide tools to officers that help them interact more effectively with the community on this important issue.

Rhode Island Traffic Stop Statistics Act

Appended Material

Appendix 1

Rhode Island Jurisdictions Included in Analysis

State Police – Lincoln Woods
State Police- Chepachet
State Police - Wickford
State Police – Portsmouth
State Police – Hope Valley
Barrington
Bristol
Burrillville
Charlestown
Coventry
Central Falls
Cranston
Cumberland
East Greenwich
East Providence
Foster
Gloucester
Hopkinton
Jamestown
Johnston
Lincoln
Little Compton

Middleton
Narragansett
Newport
New Shoreham
North Kingtown
North Providence
North Smithfield
Pawtucket
Portsmouth
Providence
Richmond
Scituate
Smithfield
South Kingstown
Tiverton
University of Rhode Island
Westerly
Warren
Warwick
West Warwick
West Greenwich
Woonsocket

Appendix 2 Data Cards

Old Data Card January 15, 2001- January 2002

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YEAR: <input type="radio"/> 2001 <input type="radio"/> 2002		<input type="radio"/> Highway <input type="radio"/> State # Highway <input type="radio"/> Non-highway	
MONTH: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
DAY: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
TIME OF STOP			
HOUR: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
MINUTE: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
RACE OF DRIVER:			
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<input type="radio"/> White		<input type="radio"/> White Hispanic	
<input type="radio"/> Native American		<input type="radio"/> Other	
<input type="radio"/> Asian/Pacific Island/East Indian			
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DRIVER GENDER: <input type="radio"/> Male <input type="radio"/> Female		NUMBER OF ADDITIONAL OCCUPANTS IN CAR: <input type="radio"/> None <input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4	
REGISTRATION PLATE: <input type="radio"/> Rhode Island Registration <input type="radio"/> Out-of-State Registration			
REASON FOR STOP: <input type="radio"/> Investigatory <input type="radio"/> M/V Violation <input type="radio"/> Assist			
BASIS FOR THE STOP:			
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<input type="radio"/> Equipment/Inspection Violation		<input type="radio"/> Equipment/Inspection Violation	
<input type="radio"/> Registration Violation		<input type="radio"/> Registration Violation	
<input type="radio"/> Call for Service/APB		<input type="radio"/> Call for Service/APB	
<input type="radio"/> Violation of City/Town Ordinance		<input type="radio"/> Violation of City/Town Ordinance	
<input type="radio"/> Special Detail/Directed Patrol		<input type="radio"/> Special Detail/Directed Patrol	
<input type="radio"/> Motorist Assist/Courtesy		<input type="radio"/> Motorist Assist/Courtesy	
<input type="radio"/> Warrant		<input type="radio"/> Warrant	
<input type="radio"/> 01 <input type="radio"/> 02			
OUTCOME OF STOP:		M/V CITATION:	
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<input type="radio"/> Arrest of Both		<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
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Arrest No. <input type="text"/>			
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SEARCH/FRISK INITIATED AS A RESULT OF STOP: <input type="radio"/> Yes <input type="radio"/> No			
SCOPE OF SEARCH/FRISK: <input type="radio"/> Driver <input type="radio"/> Passenger <input type="radio"/> Vehicle			
SEARCH/FRISK CONDUCTED AS A RESULT OF: <input type="radio"/> Consent <input type="radio"/> Reasonable Suspicion/Terry <input type="radio"/> Inventory			
CONTRABAND FOUND: <input type="radio"/> None <input type="radio"/> Drugs/Drug Paraphernalia <input type="radio"/> Weapons <input type="radio"/> Alcohol <input type="radio"/> Money <input type="radio"/> Other			

238930

New Data Card February through December 2002

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DAY: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
TIME OF STOP			
HOUR: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
MINUTE: <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
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<input type="radio"/> White		<input type="radio"/> White Hispanic	
<input type="radio"/> Native American		<input type="radio"/> Other	
<input type="radio"/> Asian/Pacific Island/East Indian			
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REASON FOR STOP: <input type="radio"/> Investigatory <input type="radio"/> M/V Violation <input type="radio"/> Assist			
BASIS FOR THE STOP:			
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<input type="radio"/> Registration Violation		<input type="radio"/> Registration Violation	
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<input type="radio"/> Warrant		<input type="radio"/> Warrant	
<input type="radio"/> 01 <input type="radio"/> 02			
OUTCOME OF STOP:		M/V CITATION:	
<input type="radio"/> M/V Citation		<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
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Arrest No. <input type="text"/>			
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SCOPE OF SEARCH/FRISK: <input type="radio"/> Driver <input type="radio"/> Passenger <input type="radio"/> Vehicle			
SEARCH/FRISK CONDUCTED AS A RESULT OF: <input type="radio"/> Consent <input type="radio"/> Reasonable Suspicion/Terry <input type="radio"/> Inventory			
CONTRABAND FOUND: <input type="radio"/> None <input type="radio"/> Drugs/Drug Paraphernalia <input type="radio"/> Weapons <input type="radio"/> Alcohol <input type="radio"/> Money <input type="radio"/> Other			

876227

Appendix 3 Missing Data Table

Jurisdiction	N	Unit ID	Location	Highway Type	Month	Day	Hour	Race
All State Police	95115	2.4%	3.2%	6.1%	1.4%	2.4%	4.3%	0.6%
SP - Lincoln Woods	25440	1.8%	3.1%	5.8%	1.4%	2.3%	4.2%	0.6%
SP - Chepachet	16627	1.3%	2.9%	5.6%	0.8%	1.9%	4.1%	0.3%
SP - Wickford	18032	2.2%	3.2%	5.7%	1.3%	2.6%	4.3%	0.4%
SP - Portsmouth	11614	1.8%	2.2%	4.2%	1.1%	1.9%	3.9%	0.6%
SP - Hope Valley	21881	2.6%	2.8%	7.0%	1.5%	2.0%	4.2%	0.5%
Barrington	2954	1.8%	3.6%	7.9%	1.6%	2.1%	2.8%	0.4%
Bristol	9155	0.6%	1.5%	4.5%	0.4%	0.4%	1.6%	0.1%
Warren	6328	0.9%	1.8%	3.0%	0.6%	1.3%	2.8%	0.3%
Coventry	6497	3.1%	2.0%	15.7%	0.6%	1.5%	6.5%	0.1%
East Greenwich	2908	20.2%	30.9%	24.7%	1.7%	3.9%	8.4%	1.4%
Warwick	29938	2.6%	3.2%	6.7%	1.5%	2.5%	5.7%	0.5%
West Warwick	7178	2.6%	3.9%	14.0%	1.3%	2.4%	4.9%	0.6%
West Greenwich	3317	2.8%	5.0%	6.2%	0.9%	4.1%	3.9%	0.5%
Jamestown	735	3.1%	5.3%	10.1%	0.7%	1.1%	4.9%	0.3%
Middletown	5312	3.7%	5.6%	13.0%	1.3%	3.4%	10.8%	0.6%
Newport	22005	2.2%	3.4%	6.6%	1.4%	2.8%	4.2%	0.4%
Portsmouth	10802	0.3%	0.9%	0.7%	0.3%	0.4%	1.7%	0.1%
Tiverton	7055	2.8%	4.1%	4.9%	1.2%	2.6%	3.3%	0.5%
Little Compton	3825	0.7%	1.2%	1.9%	0.9%	1.0%	1.8%	0.3%
Central Falls	5083	3.6%	2.4%	1.4%	0.9%	2.3%	3.9%	0.3%
Cranston	8939	2.1%	4.2%	8.2%	1.5%	3.0%	5.0%	0.4%
Cumberland	9602	4.4%	5.4%	6.3%	1.4%	1.9%	4.1%	0.7%
East Providence	21923	4.9%	1.6%	3.2%	0.7%	1.4%	2.4%	0.3%
Johnston	12754	8.5%	7.3%	13.6%	1.3%	2.5%	4.8%	0.9%
Lincoln	8050	2.6%	4.4%	10.7%	1.8%	3.2%	5.3%	0.7%
North Providence	10831	9.9%	3.3%	20.2%	1.2%	3.4%	7.5%	0.7%
Pawtucket	34132	2.5%	2.8%	3.8%	2.0%	3.5%	4.0%	0.6%
Providence	16628	7.0%	13.7%	40.5%	2.1%	4.4%	9.3%	1.4%
Scituate	3326	0.9%	2.2%	4.4%	1.1%	2.0%	2.9%	0.1%
Smithfield	10377	0.4%	0.7%	0.8%	0.1%	0.4%	1.0%	0.0%
Woonsocket	8390	3.1%	6.2%	9.5%	1.4%	2.5%	4.5%	0.4%
Foster	1380	4.4%	8.3%	9.9%	3.3%	4.8%	4.9%	1.3%
Gloucester	5949	0.5%	1.1%	1.8%	0.5%	1.4%	3.2%	0.1%
North Smithfield	6408	0.8%	1.8%	3.1%	1.0%	1.5%	3.3%	0.5%
Burrillville	3649	1.9%	7.4%	9.3%	1.6%	3.2%	4.3%	0.6%
Narragansett	5802	3.5%	6.4%	13.0%	2.1%	3.8%	5.4%	0.6%
North Kingstown	8676	2.3%	4.3%	10.6%	1.6%	3.2%	7.7%	0.8%
South Kingstown	29718	2.9%	4.7%	5.3%	1.2%	2.8%	2.7%	0.9%
Westerly	8196	1.9%	2.8%	13.4%	2.0%	3.5%	5.9%	0.5%
Richmond	2010	2.5%	4.0%	12.1%	1.6%	4.2%	3.9%	0.4%
Hopkinton	4588	2.1%	5.2%	8.3%	1.2%	4.7%	7.7%	1.0%
Charlestown	3868	8.7%	8.4%	14.4%	2.4%	4.2%	6.4%	1.0%
New Shoreham	780	0.0%	0.0%	6.8%	2.3%	3.2%	4.7%	0.9%
U. Rhode Island	1351	3.3%	4.8%	15.0%	2.1%	4.6%	4.0%	0.8%

Jurisdiction	Age	Gender	Occupants	Registration	Reason	Basis	Outcome	Search
All State Police	2.6%	1.1%	5.4%	1.6%	1.1%	1.2%	2.2%	4.9%
SP - Lincoln Woods	2.4%	1.0%	4.4%	1.6%	1.0%	1.2%	1.8%	3.3%
SP - Chepachet	2.2%	0.6%	8.6%	1.4%	1.1%	1.1%	1.9%	3.9%
SP - Wickford	2.6%	0.9%	4.6%	1.4%	0.7%	1.2%	2.0%	4.5%
SP - Portsmouth	2.0%	1.0%	5.1%	1.3%	0.9%	0.9%	1.2%	11.7%
SP - Hope Valley	2.4%	0.9%	3.9%	1.3%	0.9%	0.9%	2.5%	3.1%
Barrington	2.2%	0.9%	5.9%	2.1%	0.8%	0.4%	0.6%	4.3%
Bristol	2.0%	0.2%	3.6%	1.3%	0.6%	0.5%	0.1%	1.7%
Warren	1.6%	0.5%	1.9%	0.8%	0.7%	1.3%	0.8%	1.4%
Coventry	1.5%	0.3%	2.2%	1.9%	0.9%	0.5%	0.3%	2.5%
East Greenwich	5.0%	1.6%	12.2%	2.4%	2.1%	1.4%	1.5%	4.4%
Warwick	2.7%	1.0%	3.2%	1.8%	1.3%	0.8%	0.8%	2.6%
West Warwick	3.0%	0.8%	3.9%	1.7%	1.8%	1.4%	0.8%	2.9%
West Greenwich	2.7%	1.1%	3.4%	1.8%	1.2%	1.0%	0.6%	2.6%
Jamestown	1.8%	1.0%	1.9%	1.1%	0.3%	0.7%	0.4%	3.0%
Middletown	4.3%	1.2%	5.8%	3.1%	2.1%	1.0%	1.0%	4.3%
Newport	1.8%	0.8%	3.4%	1.8%	1.4%	0.7%	0.3%	1.6%
Portsmouth	0.7%	0.3%	0.5%	0.3%	0.1%	0.1%	0.2%	0.5%
Tiverton	3.2%	0.9%	3.9%	1.3%	1.5%	0.8%	0.6%	2.2%
Little Compton	0.8%	0.2%	0.6%	0.3%	0.2%	0.5%	0.2%	0.3%
Central Falls	1.9%	0.3%	1.4%	0.9%	0.8%	0.2%	0.3%	0.6%
Cranston	2.3%	0.9%	3.6%	1.7%	1.4%	2.0%	0.8%	3.3%
Cumberland	5.9%	1.1%	4.8%	1.7%	1.3%	1.9%	1.2%	2.7%
East Providence	1.2%	0.4%	2.1%	0.9%	0.7%	0.2%	0.2%	1.0%
Johnston	4.3%	1.2%	9.6%	2.1%	1.9%	1.0%	0.5%	14.9%
Lincoln	4.0%	1.0%	6.0%	2.3%	2.1%	1.6%	0.7%	2.8%
North Providence	3.1%	1.0%	4.4%	1.3%	1.2%	0.8%	0.3%	3.5%
Pawtucket	4.5%	1.6%	4.0%	2.2%	1.2%	0.2%	0.6%	2.3%
Providence	6.1%	1.6%	9.7%	2.9%	2.2%	5.7%	1.3%	5.3%
Scituate	1.9%	0.9%	2.4%	1.3%	1.3%	0.3%	0.3%	1.4%
Smithfield	0.7%	0.1%	0.3%	0.4%	0.1%	0.1%	0.1%	0.2%
Woonsocket	3.1%	0.6%	3.2%	1.6%	1.4%	2.7%	0.6%	3.4%
Foster	4.7%	2.0%	6.2%	3.0%	1.7%	1.2%	1.2%	10.6%
Gloucester	1.1%	0.3%	1.7%	1.1%	0.5%	0.1%	0.1%	1.1%
North Smithfield	1.2%	0.6%	3.0%	1.3%	0.8%	1.1%	0.9%	3.3%
Burrillville	2.4%	1.0%	3.8%	2.9%	1.9%	1.5%	0.8%	3.5%
Narragansett	3.7%	1.2%	5.6%	1.6%	1.1%	2.7%	0.5%	4.9%
North Kingstown	1.7%	1.2%	4.9%	2.6%	1.8%	1.1%	0.8%	3.0%
South Kingstown	3.5%	1.8%	5.0%	2.7%	1.6%	0.5%	0.5%	2.2%
Westerly	2.3%	0.8%	4.6%	1.7%	1.5%	1.6%	0.6%	6.1%
Richmond	2.5%	0.9%	5.9%	2.4%	1.6%	0.2%	0.4%	2.1%
Hopkinton	2.9%	1.4%	6.6%	2.9%	2.6%	1.1%	1.0%	3.7%
Charlestown	6.0%	1.7%	7.2%	3.1%	2.4%	1.0%	1.0%	4.6%
New Shoreham	5.5%	1.3%	6.9%	2.3%	4.9%	0.8%	1.2%	5.3%
U. Rhode Island	2.8%	1.2%	5.3%	2.5%	1.5%	1.7%	1.7%	6.9%

Appendix 4

Rolling Road Survey Methodology

As was noted in the main body of this report, by themselves, demographics of traffic stops are difficult to interpret. To remedy this problem researchers have begun to utilize external benchmarks such as census population data, driving population data, and road or violator surveys as a comparison for traffic stop data. A rolling road survey was designed to determine the population against which to compare State Police traffic stops. Although State Police in Rhode Island patrol local roads, highways and interstate highways, the observational survey focused on interstate highways because data from the State Police traffic stop cards indicated that such roads were the predominate sources for traffic stop activity.

The rolling road survey methodology used in Rhode Island was adapted from other methods used by researchers in New Jersey, Maryland and North Carolina.⁵⁸ Teams of three to four individuals were assigned to test vehicles, which for the purposes of the study were always rental cars.⁵⁹ Road surveys were conducted on both the North and South I-95 corridor in the state of Rhode Island. The team began survey work at the Massachusetts-Rhode Island border and continued surveying traffic until they reached the Rhode Island-Connecticut border. The survey vehicle traveled at roughly 60-65 miles per hour through most of the observation period.⁶⁰

The research team divided tasks among members. For safety purposes the driver's sole responsibility was driving, and when necessary assisting with identification of information, such as location. The front seat passenger was assigned the task of recording information into a laptop and observing mileage to assess location. The back passenger(s) were responsible for selecting the target vehicle, and announcing information to person entering data. The team observed and recorded the following information: the state of registration of the vehicle, the license plate, the race of the driver, the gender of the driver, the number of occupants, and the mileage (later used to calculate location of the observation).

In the piloting phase of the survey two backseat passengers took independent observations of the license, race, gender and occupants in order to test inter-rater reliability. The reliability of the independent observations was nearly identical for license information, gender and occupants, and about 95% for race. It is important to note that the team

⁵⁸ For information on other uses of road survey methodology see: Matthew Zingraff William Smith, and Donald Tomaskovic-Devey. "North Carolina Highway Traffic and Patrol Study: "Driving While Black." *The Criminologist*, 25: 1-3; John Lamberth, (1996). "Revised Statistical Analysis of the Incidence of Police Stops and Arrests of Black Drivers/Travelers on the New Jersey Turnpike Between Exits or Interchanges 1 and 3 From Years 1988 Through 1991" Plaintiff's expert's report in *State of New Jersey v. Pedro Soto* (734 A. 2d 350) (NJ Super. Ct. Law Div.); John Lamberth (2003) *Racial Profiling Study and Services: A Multijurisdictional Assessment of Traffic Enforcement and Data Collection in Kansas*. Washington D.C.: Police Foundation.

⁵⁹ Rental cars were used to help disguise the identify of survey team. Past research by Zingraff, et al. (2001) suggests that use of a university van for road observations altered other drivers and law enforcement personnel that the survey was taking place.

⁶⁰ The posted speed limit on I-95 varies from 55 mph to 65 mph depending on location.

experienced consistent problems with inter-rater reliability issues surrounding the identification of Hispanic drivers.

Observers, utilizing a stopwatch, took an observation for a target vehicle approximately every 30 seconds. Although the length of time between observations varied slightly depending on the traffic volume, the research team attempted to keep observations as close to 30 second intervals as possible.

The road survey was conducted along the entire segment of I-95 South and North that runs through Rhode Island. The interstate runs for approximately 44 miles, from Massachusetts in the northeast part of the state to Connecticut in the southwest of the state. The area in the northeast is more urbanized and heavily populated, running through such urban centers as Pawtucket, Providence, Cranston, and Warwick (north to south). Rural towns dominate the southwest segments of I-95 in Rhode Island. Similarly, traffic volume is much higher around the Providence Metro Area compared to the southwestern region of the state. Around the Providence Metro Area the average daily traffic flow is over 162,000 cars per day, with a high average daily traffic flow of nearly 240,000 cars per a day in the downtown highway area (Rhode Island Department of Transportation). I-95 is intersected by I-295, which circles around the Providence Metro Area. I-95 near the area around this intersection has an average daily traffic volume of over 116,000 cars per a day. In the southwestern region of the state the average daily traffic flow is under 60,000 cars per a day. These three regions (Providence Metro, I-295 Split, and Southwest Interstate) have important implications for the characteristics of the driving populations, as will be discussed later.

Road surveys were conducted approximately three times per month and were spaced out across weekday and weekend dates.⁶¹ While it is impossible to accurately capture the demographics of roadways at all times of day in all different possible locations, a staggered start and stop methodology was used to vary the possible times of day in which we surveyed particular locations. The eighteen month extended road survey observation period makes this study unique, as most previous studies took a targeted survey across a few weeks and extrapolated that information to stops throughout the year. Because Rhode Island experiences larger demographic shifts with vacation travelers our study was purposely designed to assess time, day, and seasonal variation in traffic demographics. Throughout the course of the eighteen road survey, 9,890 observations were taken. These observations were used in Section Six of the main report to assess the disparity between State Police interstate traffic stop demographics and the demographics of drivers surveyed at different locations along I-95 in Rhode Island.

⁶¹ During the year long project there are selected times where road surveys were only conducted once or twice a month due to heavy holiday travel or other extenuating circumstances that might change the demographics of the roadways.

Appendix 5

Stationary Road Survey Methodology

In studying police stop activities, it is crucial to have a solid benchmark population to which stop data can be compared. It is the general consensus of experts in this field that census data is not a good tool to use as a benchmark to compare to police stop data. Not all people of driving age that are recorded in the census actually drive, and some individuals travel more than others. Therefore, instead of employing census data, we could draw better conclusions about police stop activity by comparing stop data to the closest estimate possible of the transient population. In Rhode Island an estimated driving population was created for all municipal jurisdictions (see Section Four of main report). As part of the effort to test the accuracy of the estimated driving population we selected two municipal jurisdictions in which to conduct stationary road surveys as a second measure of the demographics of the driving population. The two cities that chosen as sites from which to collect data, Warwick and East Providence, both provided the research team with time, resources and manpower to help establish the most appropriate locations for road survey observations to best capture the driving population within their communities. In addition to their cooperation, the two jurisdictions were chosen because each has high traffic volume that was relatively diverse, active traffic enforcement programs, and heavy outside driver influence due to airports, shopping, and industry.

To assess the demographic makeup of the Warwick and East Providence driving populations, we designed a stationary road survey protocol to be used in 6 locations in Warwick and 6 locations in East Providence. Since it is not possible to obtain a full count of drivers in a given area and timeframe, we chose these locations to represent a good cross-section of the driving population in the Warwick and East Providence metro areas. Locations consisted of intersections which were chosen by working closely with local police to determine traffic patterns and intersections with high police activity. We believe that the observations gathered from the selected locations in both jurisdictions provide a representative pool of all drivers travelling in each city on the day observed. If a motorist were to drive through either Warwick or East Providence on any given day they would almost certainly travel through at least one of the selected intersections.

Survey Locations

Warwick:

1. Hoxie Four Corners 117/117A Split – East Central
2. 1A/117 Split, Lakewood – Northeast
3. Airport Road/Rt. 1 Intersection – West Central
4. Rt. 5/Rt. 1 Split, Centerville Road – South
5. Rt. 2/113 Malls/CCRI – West
6. Wildes Corner, 117/Sandy Road – South East

East Providence:

1. Pawtucket Ave. and Veteran's Memorial Parkway – South
2. Ingraham's Corner, Broadway and Warren Ave. – West Central
3. Warren Ave. (Rt. 6) and Pawtucket Ave. – East Central

4. Pawtucket Ave. and Taunton Ave. (Rt. 44) – Central
5. N. Broadway, Roger Williams Ave., and Centre St. – Northwest
6. Pawtucket Ave. Newport Ave. – North

To assess changes in the demographics of the Warwick and East Providence roadways across day of week and time of day, we rotated the observation days and times among the two sets of six sites.

Observation Protocol and Details

Staff and student observers were trained during two pilot sessions (one in Boston and Warwick) to capture the following information for motor vehicles travelling through intersections: date, time, location, corner, lane, driver race, driver gender, license plate state. Observations were taken during each light sequence from red to green and back to red starting in lane one and moving across all lanes as necessary, with lane one always recorded as the lane closest to the observers. If the lane view was obstructed, observers took the next available observation and recorded the lane information. Approximately 15 to 30 observations were taken at each light sequence. Throughout each survey day observers worked in teams of two and rotated between the corners of each survey location. A team consisted of a caller and a recorder. The caller would make the appropriate observations and then call out the information to the recorder. If possible, callers were to identify the lane, race, gender, and plate of each car that traveled through the intersection. If traffic were moving too quickly through the intersection to record all of the necessary information, the caller would attempt to achieve an equal number of observations from each lane for that particular light sequence.

Road Survey Results

We found the road survey results to be consistent with our assumption that the driving population demographics of a jurisdiction would differ from census demographics. In both Warwick and East Providence the road survey data did not dramatically differ from census statistics, however there were some important changes, especially across locations.

Warwick

During the period between July 23, 2002 and July 30, 2002 our team of observers recorded 20,144 observations of motor vehicles across the six Warwick survey locations. Census data for Warwick shows that the non-white population is approximately 5% whereas road survey data showed that non-whites comprised 6.6% of the driving population. When road survey data is further disaggregated by each individual race the differences are much greater than differences between of white and non-white. In Warwick, the black census population is recorded as 1.1%, but the road survey revealed 2.6% of the transient population as being black. The same occurred for Hispanic drivers, where only 1.3% of the census population of Warwick is recorded as Hispanic, and 2.9% of the driving population appears to be Hispanic.

Important differences occurred at the location level. Location 2, Lakewood 1A/117 had the largest percent of non-white drivers, at 10.1%. Conversely, in Location 4 in Warwick,

the Rt. 1/Rt. 5 split at Apponaug Corner, the non-white driving population was the lowest, at 3.9%.

East Providence

During the period between January 21, 2003 and February 3, 2003 our team of observers recorded 11,136 observations of motor vehicles across the six East Providence locations. As in Warwick, there was also a difference between the census and the road survey data in East Providence, with 12.8% of census being non-white compared to 13.2% of the driving population observed as non-white. The Hispanic population as estimated by the census is 1.5%, but the driving population was observed to be 5.3% Hispanic. The black census population is 4.5% while the road survey data showed the driving population to be 6.5%. The non-white driving population of East Providence was the highest at location 3, Warren Ave. and Pawtucket, at 20.1%. The non-white driving population was the lowest at location 1 (Riverside), at 6.1%.

The following table illustrates the difference in demographics of the road survey observations compared to the census data, our driving population estimate and the traffic stops reported by each jurisdiction.

East Providence and Warwick Census to Road Survey Comparisons

	Location	Non-White Census	Non-White Road Survey	Non-White Driving Pop. Estimate	Non-White Stops
E. Providence	Post 1	14.1%	9.3%	16.2%	25.0%
	Post 2	26.9%	16.8%	29.0%	28.0%
	Post 3	16.5%	13.7%	18.6%	24.7%
	Post 4	7.6%	6.1%	9.7%	9.7%
	Post 5	5.1%	11.7%	7.2%	17.9%
	Post 6	7.4%	6.1%	9.5%	13.1%
	Post 7	23.5%	10.8%	25.6%	25.4%
	Post 8	8.2%	11.3%	10.3%	19.7%
	Post 9	14.2%	13.0%	16.3%	20.0%
	Interstate -195	Na	na	Na	36.3%
	East Shore Expway	Na	na	Na	9.4%
	Henderson Bridge	Na	na	Na	14.7%
Warwick	Post 1	7.6%	5.8%	12.1%	9.5%
	Post 2	3.8%	4.3%	8.3%	6.1%
	Post 3	7.3%	5.0%	11.8%	8.8%
	Post 4	4.6%	5.5%	9.1%	5.7%
	Post 5	4.9%	5.8%	9.4%	11.5%
	Post 6	5.9%	5.0%	10.4%	8.8%
	Post 7	4.6%	5.0%	9.1%	6.8%
	Post 8	3.2%	7.5%	7.7%	14.4%
	Post 9	5.4%	8.0%	9.9%	18.2%
	Post 10	5.5%	7.2%	10.0%	12.8%
	Post 11	9.0%	6.8%	13.5%	11.4%
	Post 12	3.6%	3.9%	8.1%	6.1%
	Post 13	4.3%	8.8%	8.8%	13.6%
	Post 14	8.1%	8.8%	12.6%	19.0%
	Post 15	2.5%	6.4%	7.0%	16.7%
	Post 16	5.3%	8.8%	9.8%	10.9%

The next table provides a breakdown of the citywide road survey observation results for each racial and ethnic group and compares those results to the census population, our estimated driving population and the traffic stop demographics reported by each agency.

Citywide Comparison of Census Demographics, Road Survey, and Driving Population Estimate

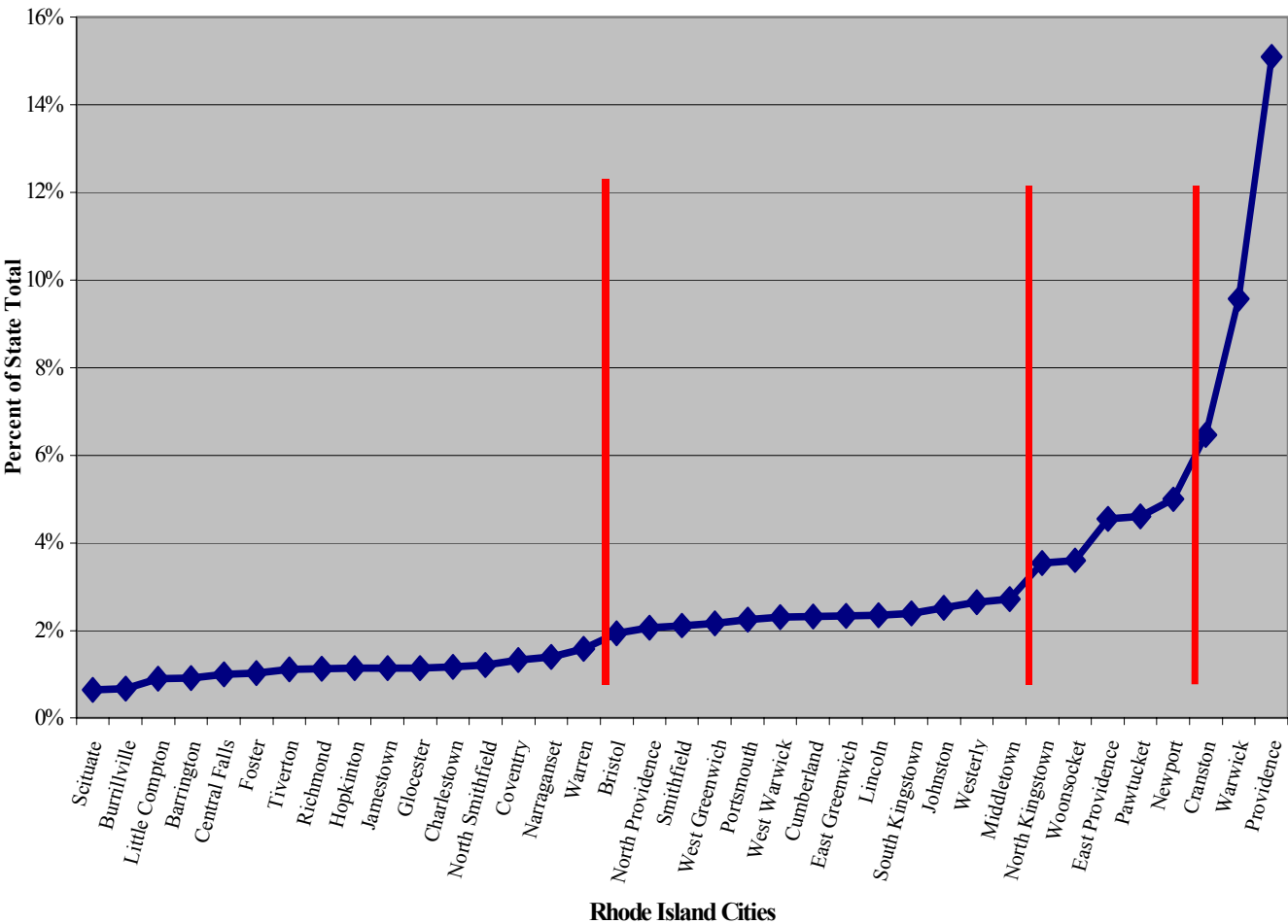
Jurisdiction	Race	2000 Census Population	18+ 2000 Census Population	Road Survey Demographics	Driving Population Estimate	Traffic Stops
Warwick						
	White	94.3%	95%	93.4%	90.6%	89.2%
	Black	1.1%	1.1%	2.6%	2.1%	4.3%
	Am. Indian	0.2%	0.2%	-	0.2%	0%
	Asian	1.5%	1.4%	1.1%	1.7%	1.7%
	Hispanic	1.6%	1.3%	2.9%	3.7%	4.4%
	Other	1.3%	1%	-	1.6%	0.3%
	Total	100%	100%	100%	100%	100%
E. Providence	White	85%	87.2%	86.8%	85.7%	80.2%
	Black	4.9%	4.5%	6.5%	4.5%	12.2%
	Am. Indian	0.4%	0.4%	-	0.37%	0%
	Asian	1.1%	1.2%	1.3%	1.61%	1.2%
	Hispanic	1.9%	1.5%	5.3%	3.96%	5.90%
	Other	6.1%	5.2%	-	4.49%	0.50%
	Total	100%	100%	100%	100%	100%

Appendix 6

Driving Population Estimate Draw Calculations

	Total Employees 2000 (%)	% State Retails Sales 1999	% of State Acc./ Food Service 1997	% of State Traffic Volume	Total of Economic Indicators	Average of Economic Indicators
Scituate	0.40%	1.08%	0.14%	0.97%	2.58%	0.65%
Burrillville	0.77%	0.44%	0.58%	0.94%	2.73%	0.68%
Little Compton	0.18%	0.13%	2.70%	0.58%	3.60%	0.90%
Barrington	0.64%	0.54%	0.34%	2.13%	3.65%	0.91%
Central Falls	0.80%	1.58%	0.59%	1.04%	4.02%	1.01%
Foster	0.18%	0.14%	2.70%	1.08%	4.10%	1.03%
Tiverton	0.69%	0.97%	0.43%	2.36%	4.45%	1.11%
Richmond	0.41%	0.33%	2.70%	1.04%	4.48%	1.12%
Hopkinton	0.37%	0.49%	2.70%	0.97%	4.54%	1.13%
Jamestown	0.33%	0.24%	2.70%	1.27%	4.54%	1.14%
Glocester	0.39%	0.26%	2.70%	1.23%	4.58%	1.15%
Charlestown	0.40%	0.31%	2.70%	1.24%	4.65%	1.16%
North Smithfield	0.95%	0.87%	0.73%	2.30%	4.85%	1.21%
Coventry	1.74%	1.28%	0.57%	1.74%	5.33%	1.33%
Narragansett	1.11%	0.69%	1.73%	2.02%	5.56%	1.39%
Warren	0.97%	1.12%	1.14%	3.10%	6.33%	1.58%
Bristol	1.62%	1.38%	1.12%	3.63%	7.75%	1.94%
North Providence	2.13%	1.72%	1.62%	2.78%	8.24%	2.06%
Smithfield	2.59%	2.04%	1.72%	2.09%	8.44%	2.11%
West Greenwich	0.64%	0.22%	2.70%	5.11%	8.67%	2.17%
Portsmouth	1.52%	1.10%	2.70%	3.66%	8.97%	2.24%
West Warwick	1.94%	2.71%	1.57%	3.00%	9.21%	2.30%
Cumberland	1.96%	3.54%	0.93%	2.85%	9.28%	2.32%
East Greenwich	1.53%	1.54%	1.44%	4.82%	9.33%	2.33%
Lincoln	2.79%	3.41%	1.17%	2.01%	9.38%	2.34%
South Kingstown	2.70%	2.10%	2.27%	2.51%	9.57%	2.39%
Johnston	2.64%	2.48%	1.82%	3.11%	10.05%	2.51%
Westerly	2.09%	3.72%	2.70%	2.09%	10.60%	2.65%
Middletown	2.33%	2.72%	2.75%	3.08%	10.88%	2.72%
North Kingstown	2.76%	4.07%	1.78%	5.54%	14.15%	3.54%
Woonsocket	3.24%	6.15%	2.15%	2.86%	14.40%	3.60%
East Providence	5.19%	6.64%	3.18%	3.20%	18.21%	4.55%
Pawtucket	6.86%	5.41%	2.52%	3.62%	18.42%	4.60%
Newport	3.22%	2.82%	9.60%	4.34%	19.99%	5.00%
Cranston	7.26%	9.31%	4.98%	4.29%	25.84%	6.46%
Warwick	11.10%	11.64%	10.31%	5.21%	38.26%	9.57%
Providence	23.55%	14.80%	15.81%	6.20%	60.36%	15.09%

APPENDIX 7
Driving Population Estimate Draw Distribution Among Jurisdictions



APPENDIX 8

Census to Modified Census Comparison

Census to Modified Census % Difference

	Census Population 18+	% Non-White Census	% Non-White MCP	% Difference
Warwick	67,028	5.0%	9.5%	-4.5%
North Kingstown	19,478	4.2%	7.7%	-3.5%
Johnston	22,298	3.6%	6.4%	-2.8%
Cranston	62,171	11.4%	14.0%	-2.6%
Lincoln	15,741	4.5%	7.0%	-2.5%
Bristol	18,070	3.5%	6.0%	-2.5%
East Greenwich	9,384	4.2%	6.3%	-2.1%
East Providence	38,142	12.8%	14.9%	-2.1%
Smithfield	16,594	3.2%	5.2%	-2.0%
Cumberland	24,150	3.9%	5.9%	-2.0%
Portsmouth	12,820	4.4%	6.2%	-1.8%
West Warwick	22,949	6.2%	7.9%	-1.7%
North Providence	26,475	9.1%	10.8%	-1.7%
Tiverton	11,893	1.9%	3.2%	-1.3%
Burrillville	11,753	1.6%	2.8%	-1.2%
Scituate	7,689	1.9%	3.1%	-1.2%
North Smithfield	8,239	1.7%	2.9%	-1.2%
Barrington	12,074	4.0%	5.2%	-1.2%
Warren	8,906	3.0%	4.1%	-1.1%
Glocester	7,284	1.5%	2.6%	-1.1%
Foster	3,169	2.7%	3.8%	-1.1%
Coventry	33,668	2.5%	3.6%	-1.1%
West Greenwich	3,641	2.6%	3.4%	-0.8%
Westerly	17,560	4.7%	5.5%	-0.8%
Little Compton	2,813	1.7%	2.3%	-0.6%
Hopkinton	5,825	3.1%	3.7%	-0.6%
Jamestown	4,384	2.6%	3.1%	-0.5%
Richmond	5,208	3.5%	4.0%	-0.5%
Narragansett	13,528	4.0%	4.3%	-0.3%
Charlestown	6,147	3.5%	3.7%	-0.2%
New Shoreham	4,384	2.6%	2.6%	0.0%
Middletown	13,006	10.6%	10.1%	0.5%
South Kingstown	21,637	9.2%	8.7%	0.5%
Woonsocket	32,069	15.1%	14.6%	0.5%
Pawtucket	54,807	26.4%	24.4%	2.0%
Newport	21,276	14.7%	12.0%	2.7%
Central Falls	13,397	55.2%	51.4%	3.8%
Providence	128,341	46.5%	32.2%	14.3%

Appendix 9

Location Recodes

In the following three jurisdictions the location codes provided by each department were altered for 2nd level review and location modified census purposes. The altered locations used throughout this report are on the left, followed by the department designated location codes on the right.

Jamestown

- 1 – Rt. 138
- 2 – locations 3, 4, 5, and 16
- 3 – locations 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Pawtucket

- 1 – locations 11, 12, 13, 14, 15, 16, 17
- 2 – locations 21, 22, 23, 24, 25, 26, 27
- 3 – locations 31, 32, 33, 34, 35, 36
- 4 – locations 41, 42, 43, 44, 45, 46, 47
- 5 – locations 51, 52, 53, 54, 55, 56, 57
- 6 – locations 61, 62, 63, 64, 65, 66, 67
- 7 – locations 71, 72, 73, 74, 75, 76, 77

Providence

- 1 – locations 11, 13
- 2 – locations 12, 16, 17, 19
- 3 – locations 14, 40
- 4 – locations 42, 43
- 5 – locations 44, 46, 47
- 6 – locations 41, 48, 49
- 7 – locations 31, 32, 33, 37
- 8 – locations 34, 36
- 9 – locations 23, 24
- 10 – locations 27, 28
- 11 – locations 21, 22, 26

APPENDIX 10

Black and Hispanic Disparity Measures

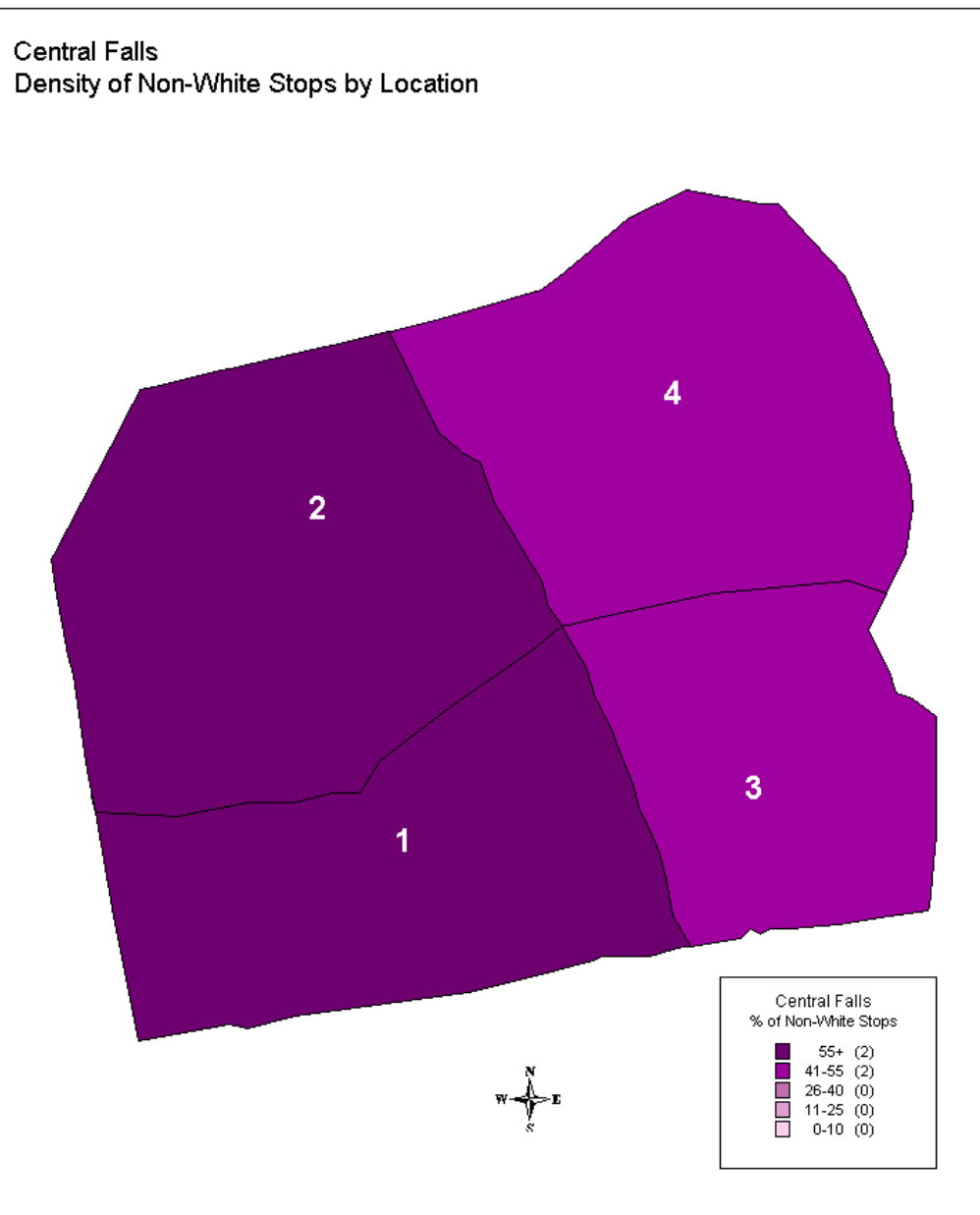
	% Black Census Population	% Black Modified Population	% Black Stops	Black Difference (Stops – Census)	Black Difference (Stops – Driving Estimate)	Black Ratio (Stops Divided by Driving Estimate)
Barrington	0.7%	1.0%	1.8%	1.1%	0.8%	1.80
Bristol	0.6%	1.2%	1.8%	1.2%	0.6%	1.50
Burrillville	0.1%	0.4%	0.4%	0.3%	0.0%	1.00
Central Falls	3.9%	3.9%	9.0%	5.1%	5.1%	2.31
Charlestown	0.3%	0.4%	3.1%	2.8%	2.7%	7.75
Coventry	0.3%	0.6%	1.3%	1.0%	0.7%	2.17
Cranston	3.3%	3.6%	11.2%	7.9%	7.6%	3.11
Cumberland	0.4%	0.9%	3.6%	3.2%	2.7%	4.00
East Greenwich	0.6%	1.2%	3.3%	2.7%	2.1%	2.75
East Providence	4.5%	4.5%	13.1%	8.6%	8.6%	2.91
Foster	0.2%	0.5%	5.3%	5.1%	4.8%	10.60
Glocester	0.2%	0.5%	1.4%	1.2%	0.9%	2.80
Hopkinton	0.5%	0.7%	2.9%	2.4%	2.2%	4.14
Jamestown	0.6%	0.7%	2.5%	1.9%	1.8%	3.57
Johnston	0.5%	1.2%	3.3%	2.8%	2.1%	2.75
Lincoln	0.6%	1.2%	6.2%	5.6%	5.0%	5.17
Little Compton	0.0%	0.2%	1.2%	1.2%	1.0%	6.00
Middletown	4.2%	3.8%	7.1%	2.9%	3.3%	1.87
Narragansett	0.7%	0.8%	4.1%	3.4%	3.3%	5.13
New Shoreham	-	0.4%	0.6%	-	0.2%	-
Newport	6.3%	4.8%	7.9%	1.6%	3.1%	1.65
North Kingstown	0.9%	1.8%	4.1%	3.2%	2.3%	2.28
North Providence	2.3%	2.6%	13.2%	10.9%	10.6%	5.08
North Smithfield	0.4%	0.7%	5.3%	4.9%	4.6%	7.57
Pawtucket	5.7%	5.2%	7.9%	2.2%	2.7%	1.52
Portsmouth	1.1%	1.5%	4.6%	3.5%	3.1%	3.07
Providence	11.3%	7.8%	25.4%	14.1%	17.6%	3.26
Richmond	0.4%	0.6%	3.2%	2.8%	2.6%	5.33
State Police	-	6.1%	9.6%	9.6%	3.5%	1.57
Scituate	0.2%	0.5%	2.8%	2.6%	2.3%	5.60
Smithfield	0.9%	1.3%	3.9%	3.0%	2.6%	3.00
South Kingstown	1.5%	1.5%	3.4%	1.9%	1.9%	2.27
Tiverton	0.3%	0.6%	1.4%	1.1%	0.8%	2.33
Warren	0.6%	0.8%	3.2%	2.6%	2.4%	4.00
Warwick	1.1%	2.1%	4.7%	3.6%	2.6%	2.24
West Greenwich	0.1%	0.4%	1.5%	1.4%	1.1%	3.75
West Warwick	1.0%	1.5%	3.6%	2.6%	2.1%	2.40
Westerly	0.7%	1.0%	3.6%	2.9%	2.6%	3.60
Woonsocket	3.4%	3.3%	11.3%	7.9%	8.0%	3.42
URI	-	4.0%	8.00%	-	4.0%	2.00

	% Hispanic Census Population	% Hispanic Modified Population	% Hispanic Stops	Hispanic Difference (Stops – Census)	Hispanic Difference (Stops – Driving Estimate)	Hispanic Ratio (Stops Divided by Driving Estimate)
Barrington	1.0%	1.6%	1.5%	0.5%	-0.1%	0.94
Bristol	1.1%	2.3%	1.4%	0.3%	-0.9%	0.61
Burrillville	0.6%	1.2%	1.1%	0.5%	-0.1%	0.92
Central Falls	44.2%	40.6%	47.7%	3.5%	7.1%	1.17
Charlestown	0.8%	0.9%	1.0%	0.2%	0.1%	1.11
Coventry	0.9%	1.4%	1.6%	0.7%	0.2%	1.14
Cranston	3.9%	5.8%	13.4%	9.5%	7.6%	2.31
Cumberland	1.8%	2.7%	9.9%	8.1%	7.2%	3.67
East Greenwich	0.6%	1.8%	3.6%	3.0%	1.8%	2.00
East Providence	1.5%	4.0%	6.7%	5.2%	2.7%	1.69
Foster	0.5%	1.1%	6.7%	6.2%	5.6%	6.09
Glocester	0.5%	1.0%	1.5%	1.0%	0.5%	1.50
Hopkinton	0.8%	1.0%	1.9%	1.1%	0.9%	1.90
Jamestown	0.7%	0.8%	1.5%	0.8%	0.7%	1.88
Johnston	1.5%	2.8%	7.3%	5.8%	4.5%	2.61
Lincoln	1.2%	2.6%	14.2%	13.0%	11.6%	5.46
Little Compton	0.7%	0.9%	0.9%	0.2%	0.0%	1.00
Middletown	2.4%	2.4%	2.8%	0.4%	0.4%	1.17
Narragansett	1.0%	1.1%	2.2%	1.2%	1.1%	2.00
New Shoreham	-	1.1%	4.5%	4.5%	3.4%	4.09
Newport	4.1%	3.3%	3.0%	-1.1%	-0.3%	0.91
North Kingstown	1.3%	3.0%	2.7%	1.4%	-0.3%	0.90
North Providence	3.3%	4.3%	10.8%	7.5%	6.5%	2.51
North Smithfield	0.4%	1.0%	6.7%	6.3%	5.7%	6.70
Pawtucket	11.5%	11.2%	13.0%	1.5%	1.8%	1.16
Portsmouth	1.1%	2.0%	2.1%	1.0%	0.1%	1.05
Providence	24.8%	16.5%	27.0%	2.2%	10.5%	1.64
Richmond	1.1%	1.2%	1.8%	0.7%	0.6%	1.50
State Police	-	6.1%	7.3%	7.3%	1.2%	1.20
Scituate	0.6%	1.2%	3.4%	2.8%	2.2%	2.83
Smithfield	0.8%	1.9%	4.3%	3.5%	2.4%	2.26
South Kingstown	1.7%	1.7%	1.4%	-0.3%	-0.3%	0.82
Tiverton	0.6%	1.1%	0.6%	0.0%	-0.5%	0.55
Warren	0.8%	1.3%	2.1%	1.3%	0.8%	1.62
Warwick	1.3%	3.7%	4.5%	3.2%	0.8%	1.22
West Greenwich	0.6%	0.9%	1.9%	1.3%	1.0%	2.11
West Warwick	2.3%	3.2%	4.3%	2.0%	1.1%	1.34
Westerly	1.0%	1.3%	1.8%	0.8%	0.5%	1.38
Woonsocket	6.3%	6.3%	14.1%	7.8%	7.8%	2.24
URI	-	4.0%	3.70%	-	-0.3%	0.93

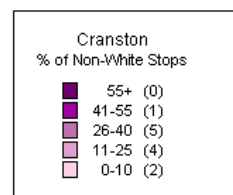
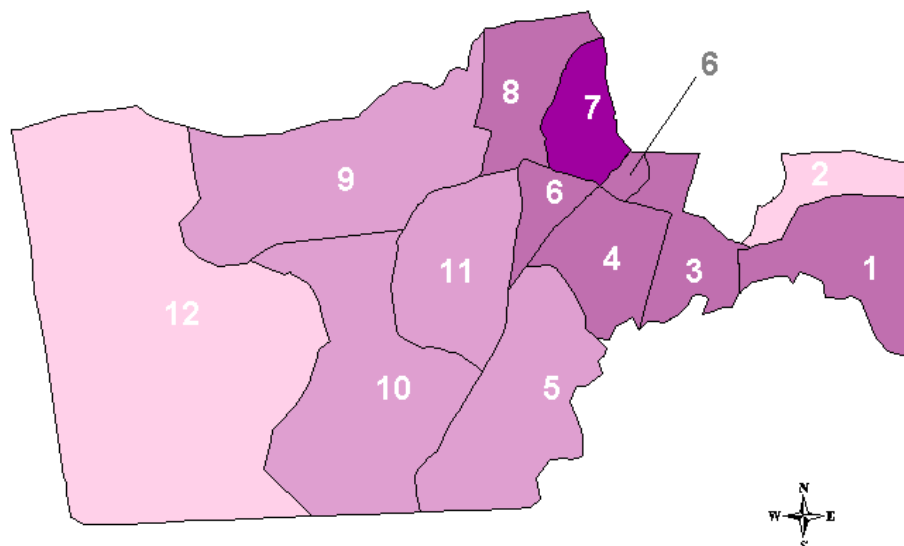
	% Asian Census Population	% Asian Modified Population	% Asian Stops	Asian Difference (Stops – Census)	Asian Difference (Stops – Driving Estimate)	Asian Ratio (Stops Divided by Driving Estimate)
Barrington	1.6%	1.6%	1.2%	-0.4%	-0.4%	0.75
Bristol	0.7%	1.0%	1.0%	0.3%	0.0%	1.00
Burrillville	0.2%	0.4%	0.6%	0.4%	0.2%	1.50
Central Falls	0.7%	0.8%	0.6%	-0.1%	-0.2%	0.75
Charlestown	0.6%	0.7%	0.8%	0.2%	0.1%	1.14
Coventry	0.6%	0.7%	0.6%	0.0%	-0.1%	0.86
Cranston	2.9%	2.7%	4.5%	1.6%	1.8%	1.67
Cumberland	0.8%	1.0%	1.3%	0.5%	0.3%	1.30
East Greenwich	2.3%	2.3%	1.7%	-0.6%	-0.6%	0.74
East Providence	1.2%	1.6%	1.3%	0.1%	-0.3%	0.81
Foster	0.5%	0.6%	3.0%	2.5%	2.4%	5.00
Glocester	0.2%	0.4%	0.9%	0.7%	0.5%	2.25
Hopkinton	0.4%	0.5%	1.2%	0.8%	0.7%	2.40
Jamestown	0.4%	0.5%	1.1%	0.7%	0.6%	2.20
Johnston	0.9%	1.2%	1.7%	0.8%	0.5%	1.42
Lincoln	1.6%	1.7%	2.3%	0.7%	0.6%	1.35
Little Compton	0.3%	0.4%	0.9%	0.6%	0.5%	2.25
Middletown	2.2%	2.0%	1.9%	-0.3%	-0.1%	0.95
Narragansett	0.7%	0.8%	1.2%	0.5%	0.4%	1.50
Newport	1.4%	1.4%	1.6%	0.2%	0.2%	1.14
North Kingstown	0.9%	1.3%	1.3%	0.4%	0.0%	1.00
North Providence	1.8%	1.9%	1.4%	-0.4%	-0.5%	0.74
North Smithfield	0.5%	0.7%	2.4%	1.9%	1.7%	3.43
Pawtucket	0.9%	1.4%	1.5%	0.6%	0.1%	1.07
Portsmouth	1.3%	1.4%	1.5%	0.2%	0.1%	1.07
Providence	5.7%	4.0%	2.7%	-3.0%	-1.3%	0.68
Richmond	0.5%	0.6%	1.4%	0.9%	0.8%	2.33
Scituate	0.5%	0.7%	1.1%	0.6%	0.4%	1.57
Smithfield	0.9%	1.1%	1.7%	0.8%	0.6%	1.55
South Kingstown	3.3%	2.9%	1.5%	-1.8%	-1.4%	0.52
Tiverton	0.4%	0.5%	0.5%	0.1%	0.0%	1.00
Warren	0.5%	0.6%	1.0%	0.5%	0.4%	1.67
Warwick	1.4%	1.7%	1.8%	0.4%	0.1%	1.06
Westerly	1.8%	1.8%	1.4%	-0.4%	-0.4%	0.78
West Greenwich	0.6%	0.8%	1.4%	0.8%	0.6%	1.75
West Warwick	1.3%	1.5%	1.3%	0.0%	-0.2%	0.87
Woonsocket	3.6%	3.1%	4.6%	1.0%	1.5%	1.48

Appendix 11

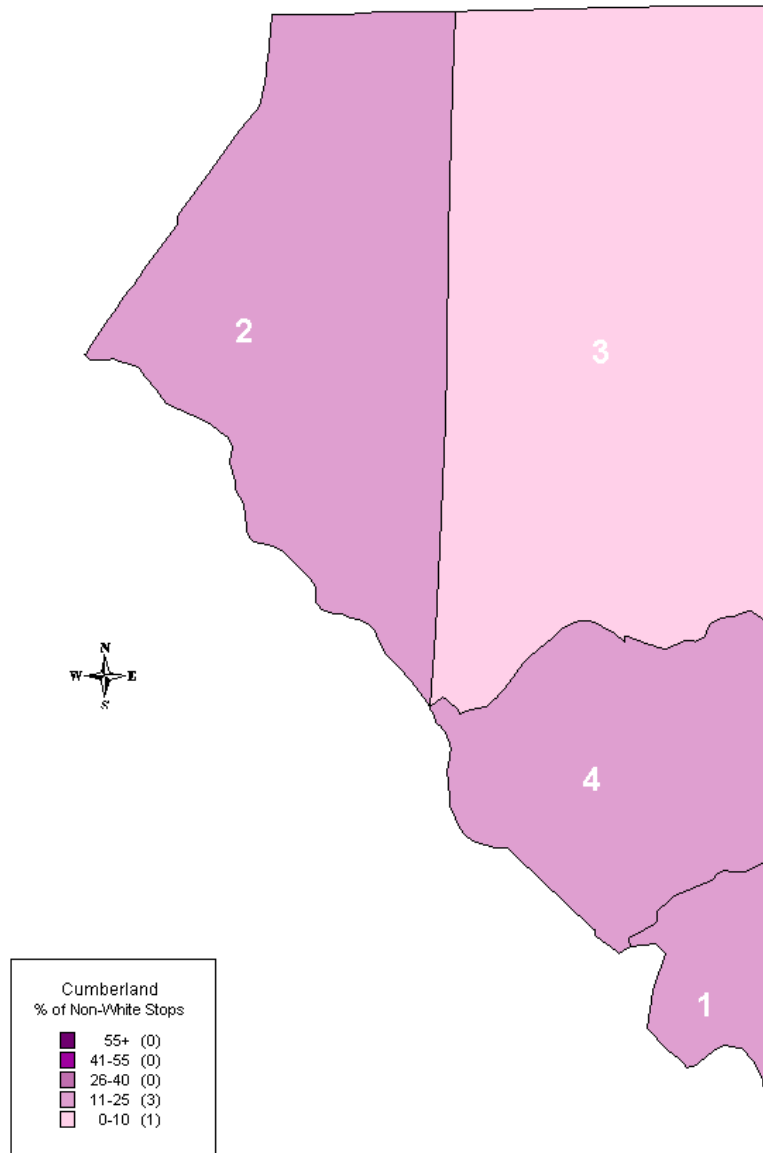
Density Maps Non-White Stops for Second Level Review



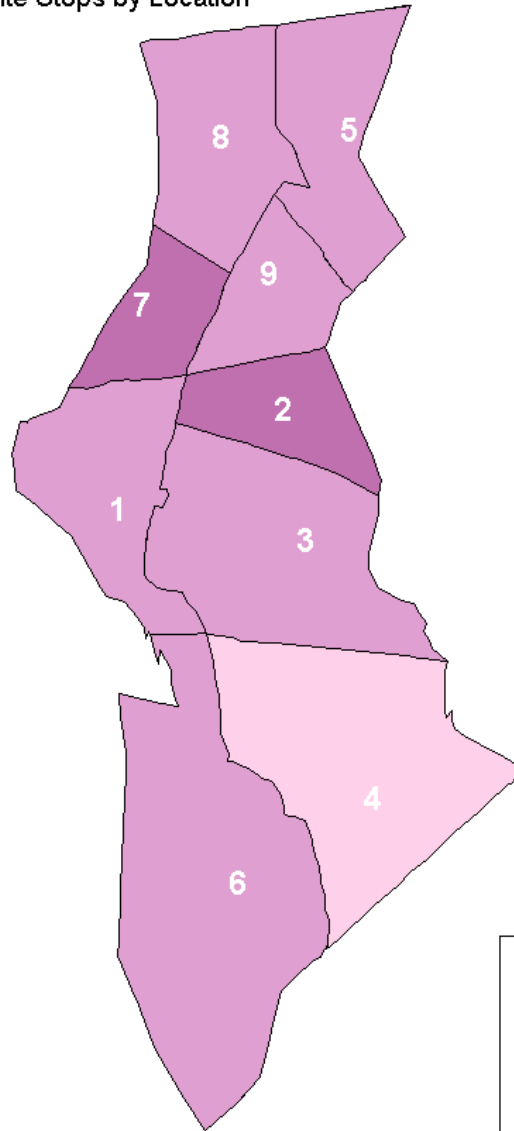
Cranston
Density of Non-White Stops by Location



Cumberland
Density of Non-White Stops by Location



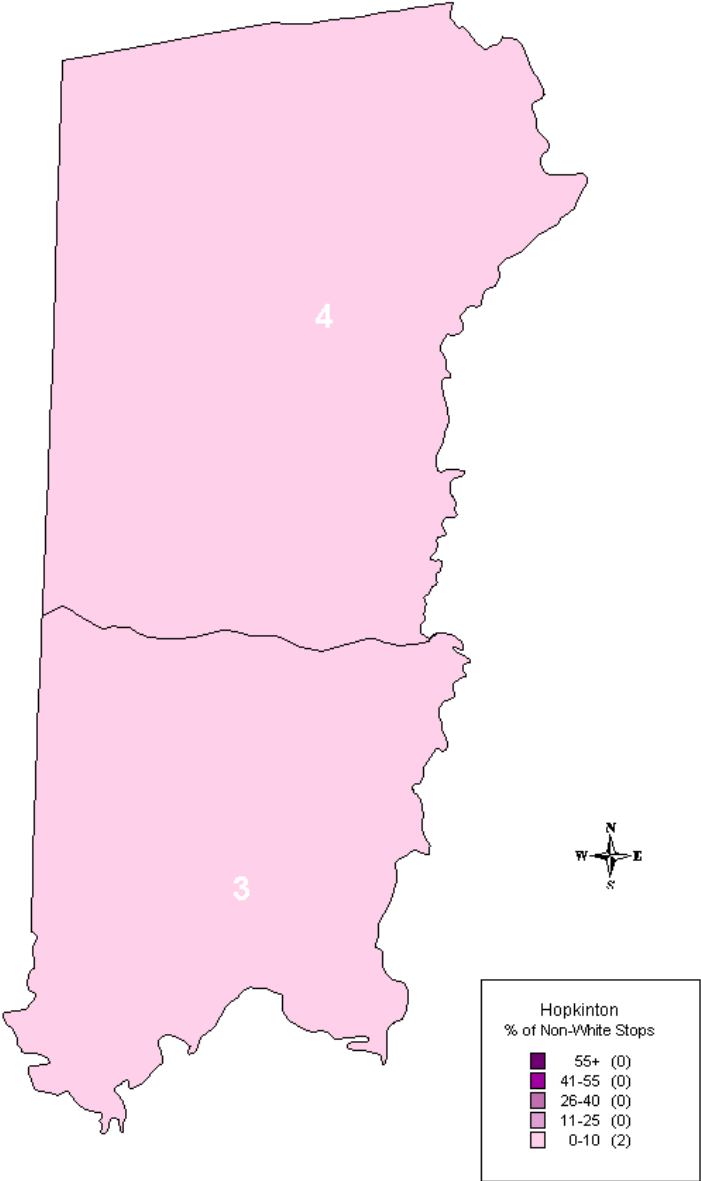
East Providence
Density of Non-White Stops by Location



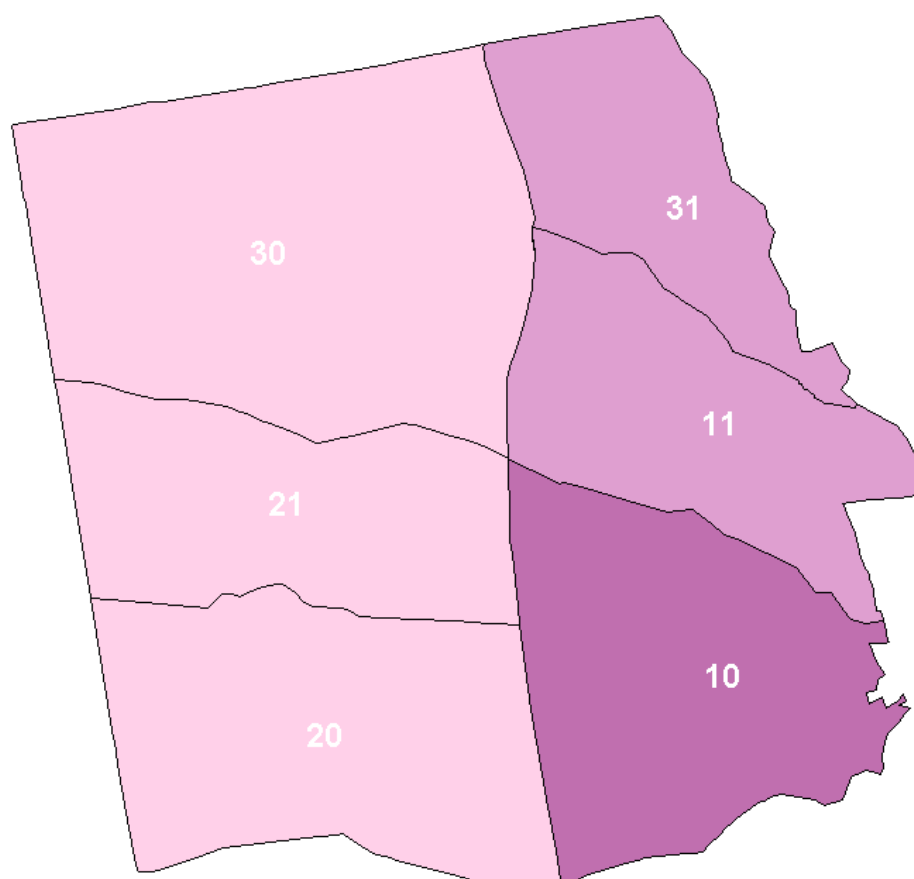
East Providence
% of Non-White Stops

- 55+ (0)
- 41-55 (0)
- 26-40 (2)
- 11-25 (6)
- 0-10 (1)

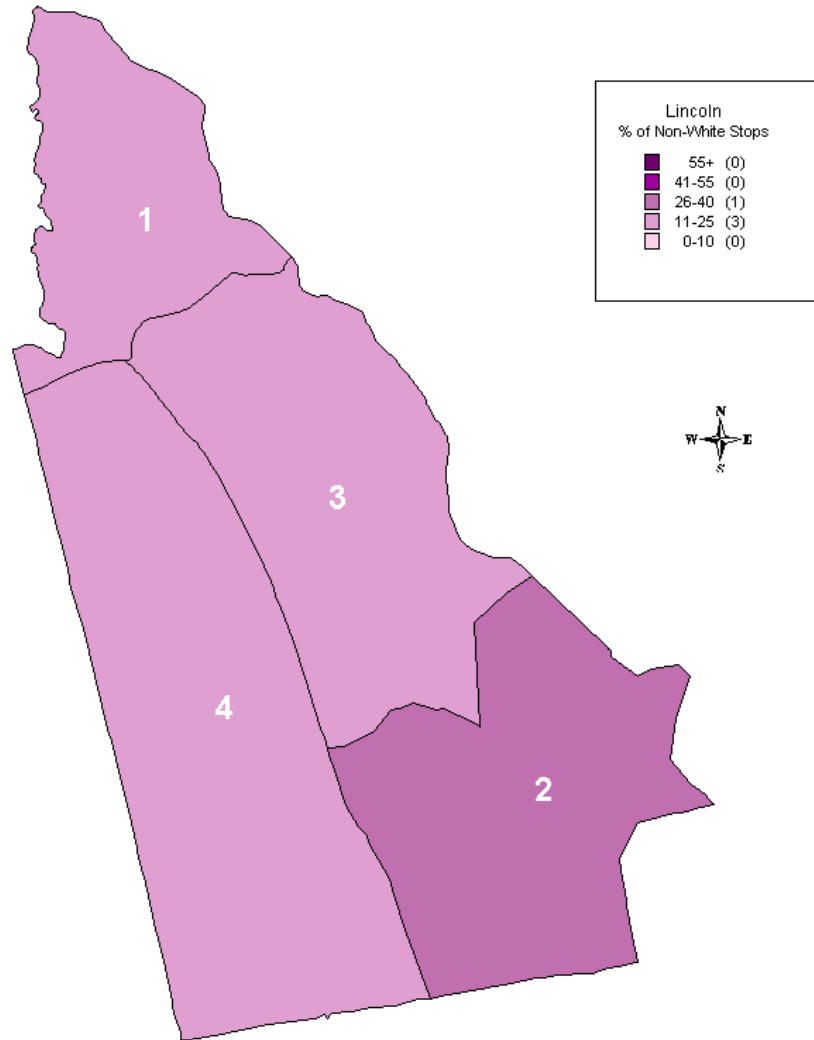
Hopkinton
Density of Non-White Stops by Location



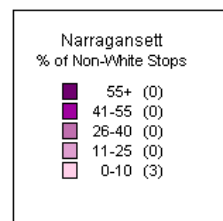
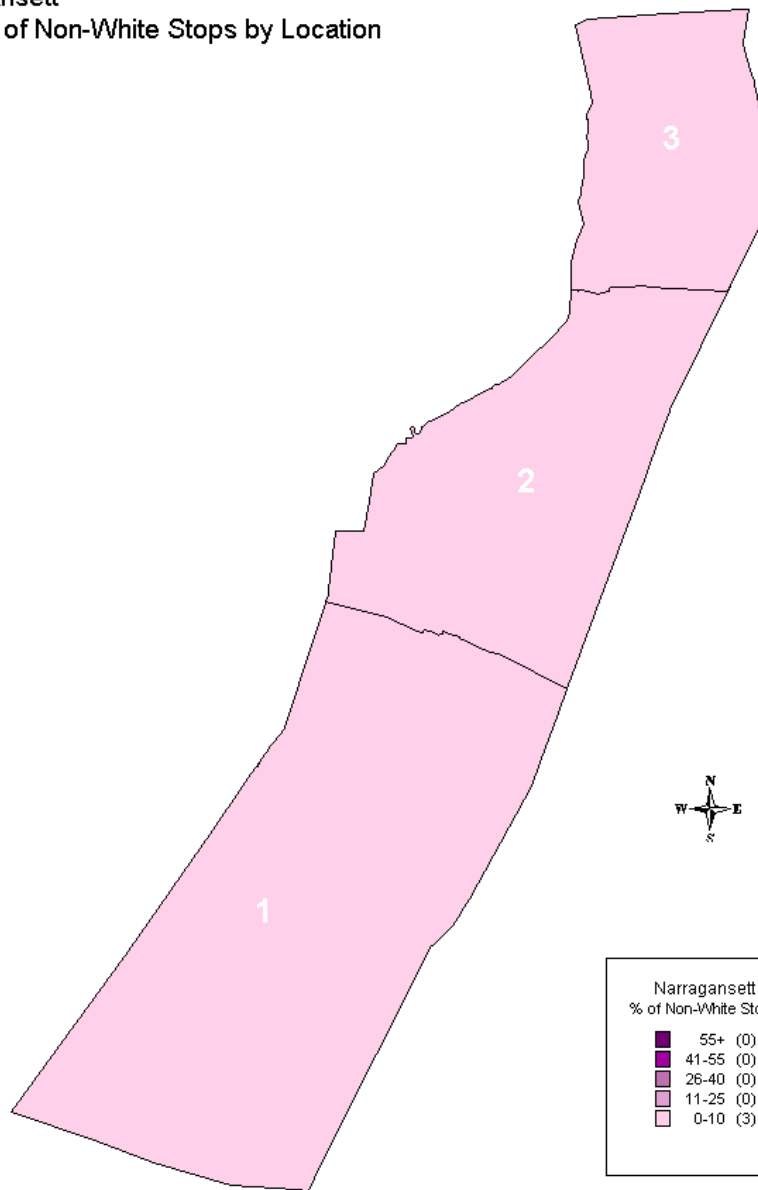
Johnston
Density of Non-White Stops by Location



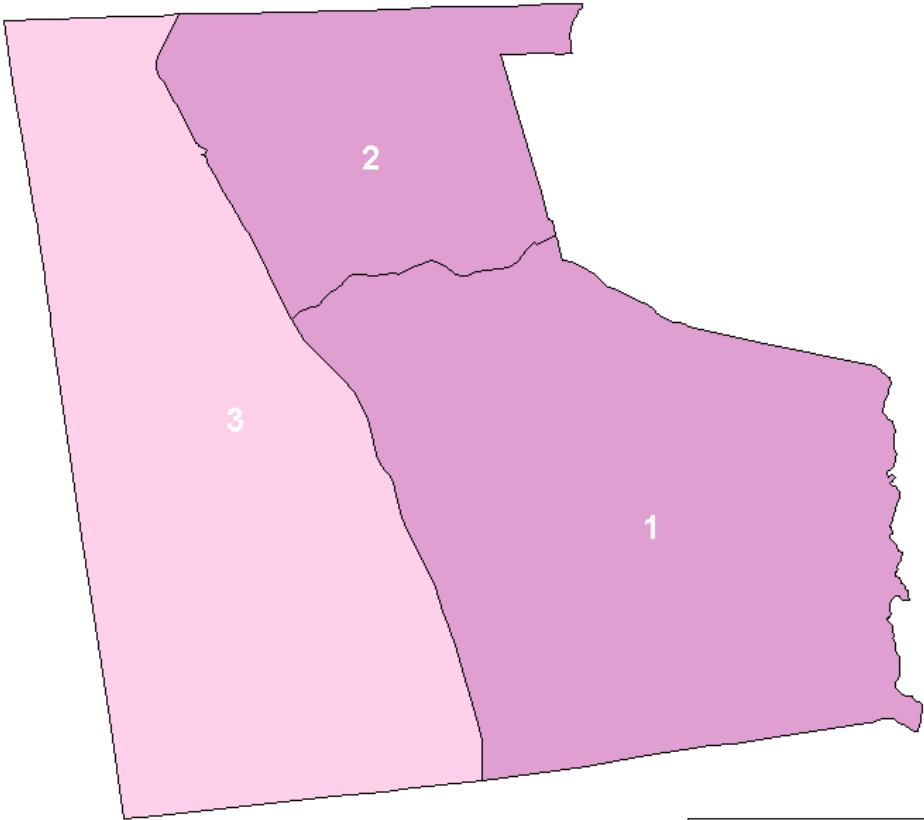
Lincoln
Density of Non-White Stops by Location



Narragansett
Density of Non-White Stops by Location



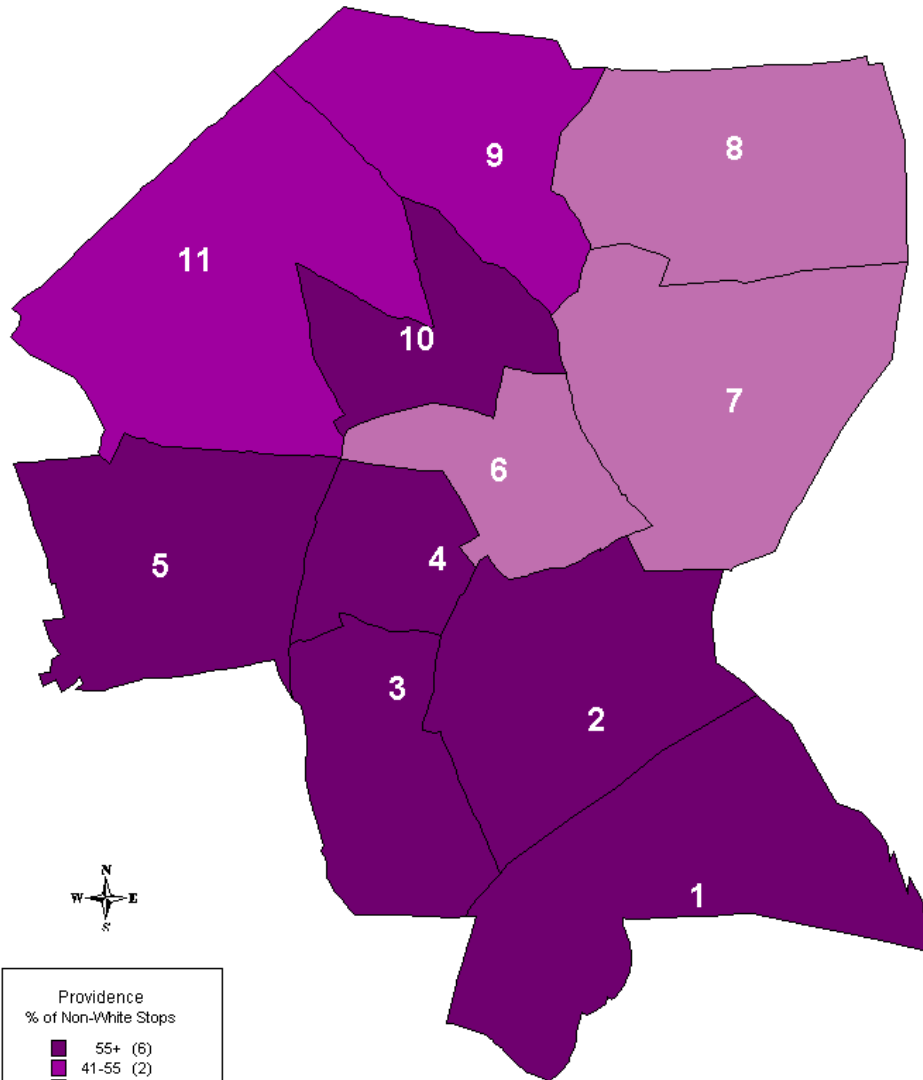
North Smithfield
Density of Non-White Stops by Location



North Smithfield
% of Non-White Stops

55+	(0)
41-55	(0)
26-40	(0)
11-25	(2)
0-10	(1)

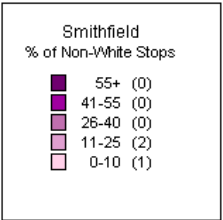
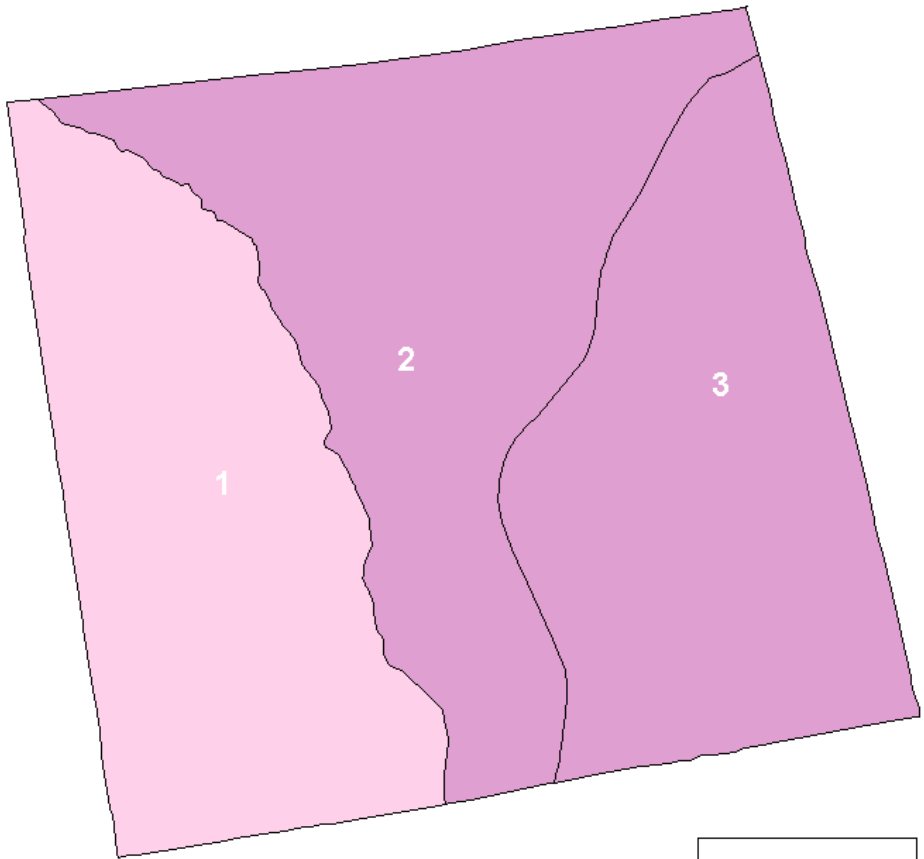
Providence
Density of Non-White Stops by Location



Providence
% of Non-White Stops

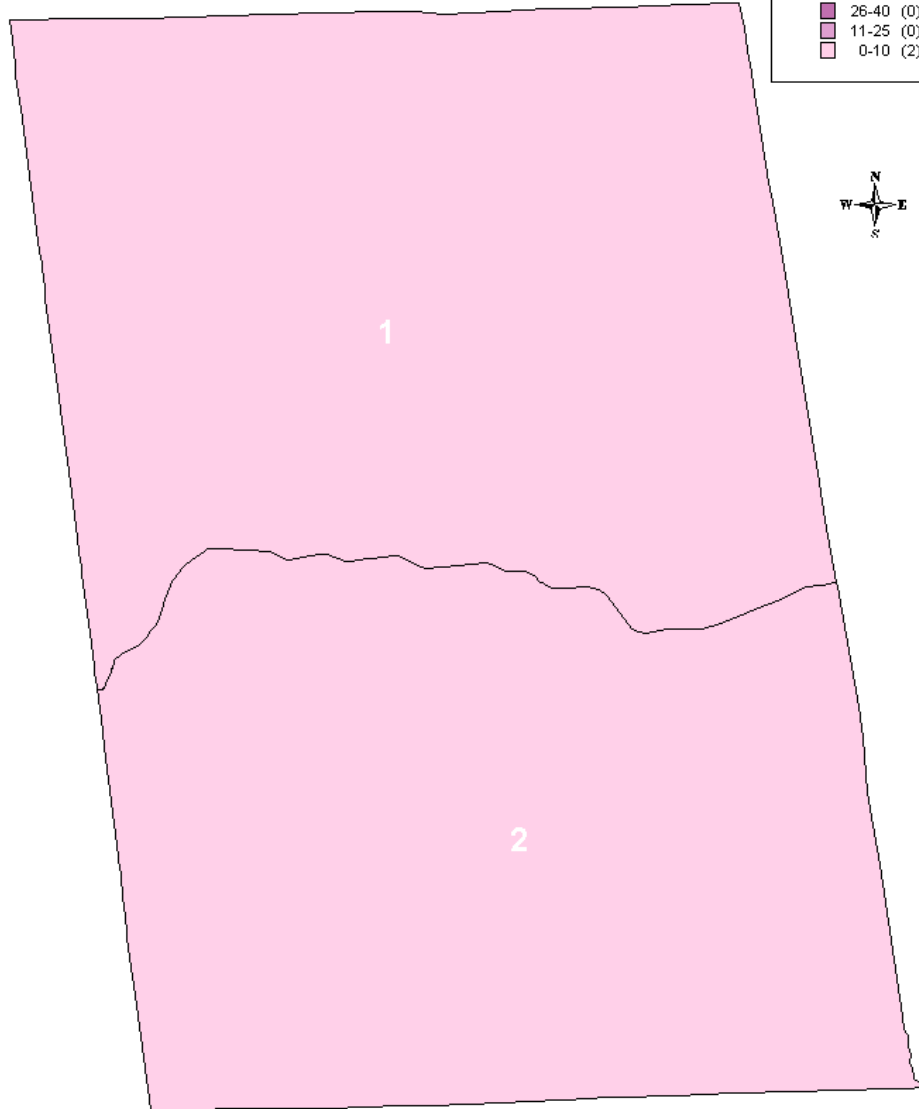
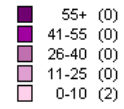
55+	(6)
41-55	(2)
26-40	(3)
11-25	(0)
0-10	(0)

Smithfield
Density of Non-White Stops by Location

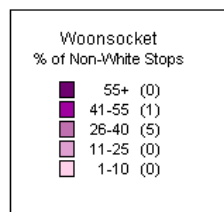
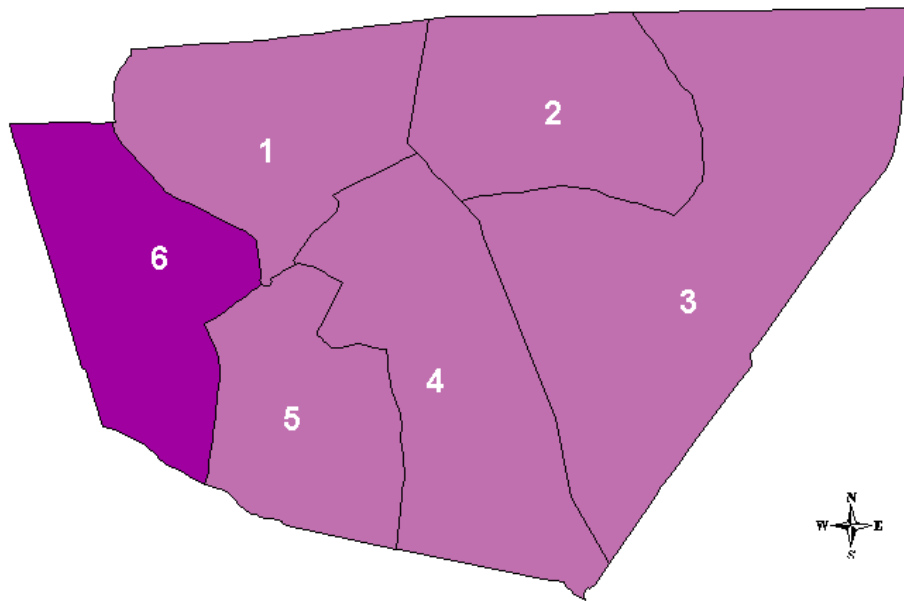


Scituate
Density of Non-White Stops by Location

Scituate
% of Non-White Stops



Woonsocket
Density of Non-White Stops by Location



Appendix 12: Non-Second Level Review Charts

Barrington

Location by Race

Location		White	Non-White	Total
Post 1	N	340	22	362
	%	93.9%	6.1%	100.0%
Post 2	N	755	23	778
	%	97.0%	3.0%	100.0%
Post 3	N	387	12	399
	%	97.0%	3.0%	100.0%
Post 4	N	297	8	305
	%	97.4%	2.6%	100.0%
Post 5	N	921	72	993
	%	92.7%	7.3%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	1,150	52	1,202
	%	95.7%	4.3%	100.0%
2nd Shift (4pm - 12am)	N	995	66	1,061
	%	93.8%	6.2%	100.0%
3rd Shift (12am - 8am)	N	576	23	599
	%	96.2%	3.8%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Post 1	Shift 1 (8am - 4pm)	N	147	8	155
		%	94.8%	5.2%	100.0%
	Shift 2 (4pm - 12am)	N	94	8	102
		%	92.2%	7.8%	100.0%
	Shift 3 (12am - 8am)	N	91	6	97
		%	93.8%	6.2%	100.0%
Post 2	Shift 1 (8am - 4pm)	N	368	5	373
		%	98.7%	1.3%	100.0%
	Shift 2 (4pm - 12am)	N	232	14	246
		%	94.3%	5.7%	100.0%
	Shift 3 (12am - 8am)	N	139	4	143
		%	97.2%	2.8%	100.0%

Barrington

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Post 3	Shift 1 (8am - 4pm)	N %	174 96.7%	6 3.3%	180 100.0%
	Shift 2 (4pm - 12am)	N %	152 97.4%	4 2.6%	156 100.0%
	Shift 3 (12am - 8am)	N %	48 96.0%	2 4.0%	50 100.0%
Post 4	Shift 1 (8am - 4pm)	N %	127 97.7%	3 2.3%	130 100.0%
	Shift 2 (4pm - 12am)	N %	120 96.8%	4 3.2%	124 100.0%
	Shift 3 (12am - 8am)	N %	40 97.6%	1 2.4%	41 100.0%
Post 5	Shift 1 (8am - 4pm)	N %	309 91.7%	28 8.3%	337 100.0%
	Shift 2 (4pm - 12am)	N %	361 91.6%	33 8.4%	394 100.0%
	Shift 3 (12am - 8am)	N %	231 96.7%	8 3.3%	239 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N	791	43	834
	%	94.8%	5.2%	100.0%
Spring (Mar - May)	N	793	37	830
	%	95.5%	4.5%	100.0%
Summer (Jun - Aug)	N	654	32	686
	%	95.3%	4.7%	100.0%
Fall (Sep - Nov)	N	515	31	546
	%	94.3%	5.7%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	115	11
	%	4.1%	7.6%
Motor Vehicle Violation	N	2,518	121
	%	90.7%	84.0%
Assist	N	143	12
	%	5.2%	8.3%

Barrington

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	603 22.2%	28 19.6%
Speeding (Low)	N %	777 28.6%	26 18.2%
Other Traffic Violation	N %	546 19.6%	30 21.0%
Equipment Violation	N %	267 9.6%	24 16.8%
Registration Violation	N %	255 9.1%	18 12.6%
Calls for Service/APB	N %	57 2.0%	4 2.8%
City Ordinance Violation	N %	28 1.0%	0 0.0%
Special Detail	N %	50 1.8%	2 1.4%
Motorist Assist	N %	138 4.9%	12 8.4%
Warrant	N %	5 0.2%	0 0.0%

Bristol

Location by Race

Location		White	Non-White	Total
North	N	2,656	130	2,786
	%	95.3%	4.7%	100.0%
Central	N	3,423	147	3,570
	%	95.9%	4.1%	100.0%
South	N	2,493	123	2,616
	%	95.3%	4.7%	100.0%
Out of Town	N	36	3	39
	%	92.3%	7.7%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	2,513	125	2,638
	%	95.3%	4.7%	100.0%
2nd Shift (4pm - 12am)	N	3,862	164	4,026
	%	95.9%	4.1%	100.0%
3rd Shift (12am - 8am)	N	2,221	111	2,332
	%	95.2%	4.8%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
North	Shift 1 (8am - 4pm)	N	822	41	863
		%	95.2%	4.8%	100.0%
	Shift 2 (4pm - 12am)	N	1,231	50	1,281
		%	96.1%	3.9%	100.0%
	Shift 3 (12am - 8am)	N	560	39	599
		%	93.5%	6.5%	100.0%
Central	Shift 1 (8am - 4pm)	N	1,048	52	1,100
		%	95.3%	4.7%	100.0%
	Shift 2 (4pm - 12am)	N	1,513	58	1,571
		%	96.3%	3.7%	100.0%
	Shift 3 (12am - 8am)	N	801	34	835
		%	95.9%	4.1%	100.0%
South	Shift 1 (8am - 4pm)	N	597	32	629
		%	94.9%	5.1%	100.0%
	Shift 2 (4pm - 12am)	N	1,062	55	1,117
		%	95.1%	4.9%	100.0%
	Shift 3 (12am - 8am)	N	800	34	834
		%	95.9%	4.1%	100.0%

Bristol

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Out of Town	Shift 1 (8am - 4pm)	N	6	0	6
		%	100.0%	0.0%	100.0%
	Shift 2 (4pm - 12am)	N	7	0	7
		%	100.0%	0.0%	100.0%
	Shift 3 (12am - 8am)	N	23	3	26
		%	88.5%	11.5%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	2,070	97	2,167
	%	95.5%	4.5%	100.0%
Spring (Mar - May)	N	2,288	106	2,394
	%	95.6%	4.4%	100.0%
Summer (Jun – Aug)	N	2,001	106	2,107
	%	95.0%	5.0%	100.0%
Fall (Sep – Nov)	N	2,345	98	2,443
	%	96.0%	4.0%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	519	53
	%	6.0%	13.1%
Motor Vehicle Violation	N	8,157	350
	%	93.9%	86.4%
Assist	N	14	2
	%	0.2%	0.5%

Bristol

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	2,707 31.6%	93 23.2%
Speeding (Low)	N %	415 4.8%	16 4.0%
Other Traffic Violation	N %	3,284 37.7%	129 31.9%
Equipment Violation	N %	1,398 16.1%	92 22.8%
Registration Violation	N %	395 4.5%	41 10.1%
Calls for Service/APB	N %	160 1.8%	20 5.0%
City Ordinance Violation	N %	20 0.2%	0 0.0%
Special Detail	N %	158 1.8%	6 1.5%
Motorist Assist	N %	23 0.3%	4 1.0%
Warrant	N %	32 0.4%	2 0.5%

Burrillville

Location by Race

Location		White	Non-White	Total
Beat Area 1	N	1,435	22	1,457
	%	98.5%	1.5%	100.0%
Beat Area 2	N	1,358	21	1,379
	%	98.5%	1.5%	100.0%
Rt. 102	N	504	26	530
	%	95.1%	4.9%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	1,003	18	1,021
	%	98.2%	1.8%	100.0%
2nd Shift (4pm - 12am)	N	1,810	43	1,853
	%	97.7%	2.3%	100.0%
3rd Shift (12am - 8am)	N	598	11	609
	%	98.2%	1.8%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Beat Area 1	Shift 1 (8am - 4pm)	N	303	5	308
		%	98.4%	1.6%	100.0%
	Shift 2 (4pm - 12am)	N	862	16	878
		%	98.2%	1.8%	100.0%
	Shift 3 (12am - 8am)	N	215	0	215
		%	100.0%	0.0%	100.0%
Beat Area 2	Shift 1 (8am - 4pm)	N	471	6	477
		%	98.7%	1.3%	100.0%
	Shift 2 (4pm - 12am)	N	620	7	627
		%	98.9%	1.1%	100.0%
	Shift 3 (12am - 8am)	N	219	8	227
		%	96.5%	3.5%	100.0%
Rt. 102	Shift 1 (8am - 4pm)	N	143	4	147
		%	97.3%	2.7%	100.0%
	Shift 2 (4pm - 12am)	N	289	19	308
		%	93.8%	6.2%	100.0%
	Shift 3 (12am - 8am)	N	56	2	58
		%	96.6%	3.4%	100.0%

Burrillville

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	648 97.6%	16 2.4%	664 100.0%
Spring (Mar – May)	N %	1,126 98.1%	22 1.9%	1,148 100.0%
Summer (Jun – Aug)	N %	889 97.6%	22 2.4%	911 100.0%
Fall (Sep – Nov)	N %	844 98.4%	14 1.6%	858 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	244 7.0%	11 14.7%
Motor Vehicle Violation	N %	3,245 92.8%	64 85.3%
Assist	N %	19 0.5%	0 0.0%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	1,358 41.7%	25 34.7%
Speeding (Low)	N %	428 13.1%	6 8.3%
Other Traffic Violation	N %	840 23.9%	25 33.3%
Equipment Violation	N %	411 11.7%	10 13.3%
Registration Violation	N %	117 3.3%	3 4.0%
Calls for Service/APB	N %	58 1.7%	1 1.3%
City Ordinance Violation	N %	26 0.7%	0 0.0%
Special Detail	N %	432 12.3%	5 6.7%
Motorist Assist	N %	30 0.9%	1 1.3%
Warrant	N %	8 0.2%	1 1.3%

Charlestown

Location by Race

Location		White	Non-White	Total
East Patrol Area	N %	2,006 94.4%	119 5.6%	2,125 100.0%
West Patrol Area	N %	982 93.9%	64 6.1%	1,046 100.0%
North Patrol Area	N %	332 94.3%	20 5.7%	352 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	1,127 95.0%	59 5.0%	1,186 100.0%
2nd Shift (4pm - 12am)	N %	1,358 94.5%	79 5.5%	1,437 100.0%
3rd Shift (12am - 8am)	N %	901 92.8%	70 7.2%	971 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
East Patrol Area	Shift 1 (8am - 4pm)	N %	561 94.8%	31 5.2%	592 100.0%
	Shift 2 (4pm - 12am)	N %	752 95.1%	39 4.9%	791 100.0%
	Shift 3 (12am - 8am)	N %	575 93.5%	40 6.5%	615 100.0%
West Patrol Area	Shift 1 (8am - 4pm)	N %	402 94.8%	22 5.2%	424 100.0%
	Shift 2 (4pm - 12am)	N %	354 94.4%	21 5.6%	375 100.0%
	Shift 3 (12am - 8am)	N %	162 91.0%	16 9.0%	178 100.0%
North Patrol Area	Shift 1 (8am - 4pm)	N %	88 94.6%	5 5.4%	93 100.0%
	Shift 2 (4pm - 12am)	N %	152 93.3%	11 6.7%	163 100.0%
	Shift 3 (12am - 8am)	N %	78 96.3%	3 3.7%	81 100.0%

Charlestown

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	864 93.5%	60 6.5%	924 100.0%
Spring (Mar - May)	N %	997 94.3%	60 5.7%	1,057 100.0%
Summer (Jun – Aug)	N %	992 93.9%	65 6.1%	1,057 100.0%
Fall (Sep – Nov)	N %	673 94.9%	36 5.1%	709 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	100 2.8%	11 5.0%
Motor Vehicle Violation	N %	3,389 95.9%	202 92.2%
Assist	N %	53 1.5%	9 4.1%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	2,101 60.6%	119 54.8%
Speeding (Low)	N %	185 5.3%	14 6.5%
Other Traffic Violation	N %	513 14.3%	41 18.4%
Equipment Violation	N %	583 16.3%	30 13.5%
Registration Violation	N %	38 1.1%	6 2.7%
Calls for Service/APB	N %	51 1.4%	5 2.2%
City Ordinance Violation	N %	4 0.1%	4 1.8%
Special Detail	N %	21 0.6%	2 0.9%
Motorist Assist	N %	50 1.4%	7 3.1%
Warrant	N %	3 0.1%	0 0.0%

Coventry

Location by Race

Location		White	Non-White	Total
Patrol Area 1	N %	1,559 95.7%	70 4.3%	1,629 100.0%
Patrol Area 2	N %	1,654 95.4%	79 4.6%	1,733 100.0%
Patrol Area 3	N %	1,813 96.8%	60 3.2%	1,873 100.0%
Patrol Area 4	N %	867 98.2%	16 1.8%	883 100.0%
Out of Town	N %	18 100.0%	0 0.0%	18 100.0%
New London Turnpike	N %	88 94.6%	5 5.4%	93 100.0%
Victory Highway	N %	130 98.5%	2 1.5%	132 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	1,731 97.4%	47 2.6%	1,778 100.0%
2nd Shift (4pm - 12am)	N %	2,034 96.1%	82 3.9%	2,116 100.0%
3rd Shift (12am - 8am)	N %	2,081 95.8%	92 4.2%	2,173 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Area 1	Shift 1 (8am - 4pm)	N %	403 95.3%	20 4.7%	423 100.0%
	Shift 2 (4pm - 12am)	N %	535 95.7%	24 4.3%	559 100.0%
	Shift 3 (12am - 8am)	N %	550 96.0%	23 4.0%	573 100.0%
Patrol Area 2	Shift 1 (8am - 4pm)	N %	425 97.7%	10 2.3%	435 100.0%
	Shift 2 (4pm - 12am)	N %	535 95.9%	23 4.1%	558 100.0%
	Shift 3 (12am - 8am)	N %	622 93.8%	41 6.2%	663 100.0%

Coventry

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Patrol Area 3	Shift 1 (8am - 4pm)	N %	462 97.7%	11 2.3%	473 100.0%
	Shift 2 (4pm - 12am)	N %	621 95.5%	29 4.5%	650 100.0%
	Shift 3 (12am - 8am)	N %	542 97.3%	15 2.7%	557 100.0%
Patrol Area 4	Shift 1 (8am - 4pm)	N %	351 98.9%	4 1.1%	355 100.0%
	Shift 2 (4pm - 12am)	N %	212 99.1%	2 0.9%	214 100.0%
	Shift 3 (12am - 8am)	N %	248 96.9%	8 3.1%	256 100.0%
Out of Town	Shift 1 (8am - 4pm)	N %	4 100.0%	0 0.0%	4 100.0%
	Shift 2 (4pm - 12am)	N %	8 100.0%	0 0.0%	8 100.0%
	Shift 3 (12am - 8am)	N %	6 100.0%	0 0.0%	6 100.0%
New London Trnpg	Shift 1 (8am - 4pm)	N %	15 93.8%	1 6.3%	16 100.0%
	Shift 2 (4pm - 12am)	N %	34 100.0%	0 0.0%	34 100.0%
	Shift 3 (12am - 8am)	N %	36 90.0%	4 10.0%	40 100.0%
Victory Highway	Shift 1 (8am - 4pm)	N %	19 100.0%	0 0.0%	19 100.0%
	Shift 2 (4pm - 12am)	N %	55 96.5%	2 3.5%	57 100.0%
	Shift 3 (12am - 8am)	N %	53 100.0%	0 0.0%	53 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,611 97.2%	47 2.8%	1,658 100.0%
Spring (Mar – May)	N %	1,620 96.3%	63 3.7%	1,683 100.0%
Summer (Jun – Aug)	N %	1,485 95.5%	70 4.5%	1,555 100.0%
Fall (Sep – Nov)	N %	1,501 96.5%	55 3.5%	1,556 100.0%

Coventry

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	319	18
	%	5.1%	7.7%
Motor Vehicle Violation	N	5,832	216
	%	94.1%	91.9%
Assist	N	57	5
	%	0.9%	2.1%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N	2,697	81
	%	43.8%	35.2%
Speeding (Low)	N	219	5
	%	3.6%	2.2%
Other Traffic Violation	N	1,604	64
	%	25.8%	27.4%
Equipment Violation	N	1,292	72
	%	20.8%	30.8%
Registration Violation	N	186	6
	%	3.0%	2.6%
Calls for Service/APB	N	90	3
	%	1.4%	1.3%
City Ordinance Violation	N	74	2
	%	1.2%	0.9%
Special Detail	N	49	3
	%	0.8%	1.3%
Motorist Assist	N	96	7
	%	1.5%	3.0%
Warrant	N	20	1
	%	0.3%	0.4%

East Greenwich

Location by Race

Location		White	Non-White	Total
Patrol Sector 1	N %	743 90.7%	76 9.3%	819 100.0%
Patrol Sector 2	N %	483 91.8%	43 8.2%	526 100.0%
Patrol Sector 3	N %	517 89.4%	61 10.6%	578 100.0%
Patrol Sector 4	N %	53 81.5%	12 18.5%	65 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	1,022 91.7%	92 8.3%	1,114 100.0%
2nd Shift (4pm – 12am)	N %	814 90.7%	83 9.3%	897 100.0%
3rd Shift (12am – 8am)	N %	561 88.8%	71 11.2%	632 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Sector 1	Shift 1 (8am - 4pm)	N %	273 92.5%	22 7.5%	295 100.0%
	Shift 2 (4pm - 12am)	N %	172 86.4%	27 13.6%	199 100.0%
	Shift 3 (12am - 8am)	N %	215 90.3%	23 9.7%	238 100.0%
Patrol Sector 2	Shift 1 (8am - 4pm)	N %	175 91.1%	17 8.9%	192 100.0%
	Shift 2 (4pm - 12am)	N %	193 92.3%	16 7.7%	209 100.0%
	Shift 3 (12am - 8am)	N %	84 89.4%	10 10.6%	94 100.0%
Patrol Sector 3	Shift 1 (8am - 4pm)	N %	173 93.0%	13 7.0%	186 100.0%
	Shift 2 (4pm - 12am)	N %	204 91.5%	19 8.5%	223 100.0%
	Shift 3 (12am - 8am)	N %	114 82.6%	24 17.4%	138 100.0%

East Greenwich

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Patrol Sector 4	Shift 1 (8am - 4pm)	N	33	10	43
		%	76.7%	23.3%	100.0%
	Shift 2 (4pm - 12am)	N	9	1	10
		%	90.0%	10.0%	100.0%
	Shift 3 (12am - 8am)	N	10	0	10
		%	100.0%	0.0%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	553	50	603
	%	91.7%	8.3%	100.0%
Spring (Mar – May)	N	697	68	765
	%	91.1%	8.9%	100.0%
Summer (Jun – Aug)	N	632	71	703
	%	89.9%	10.1%	100.0%
Fall (Sep – Nov)	N	679	66	745
	%	91.1%	8.9%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	75	9
	%	2.9%	3.5%
Motor Vehicle Violation	N	2,465	236
	%	96.2%	92.9%
Assist	N	52	9
	%	2.0%	3.5%

East Greenwich

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	728 29.8%	61 24.1%
Speeding (Low)	N %	480 19.6%	31 12.3%
Other Traffic Violation	N %	429 16.6%	37 14.4%
Equipment Violation	N %	672 26.0%	87 33.9%
Registration Violation	N %	164 6.4%	38 14.8%
Calls for Service/APB	N %	14 0.5%	2 0.8%
City Ordinance Violation	N %	2 0.1%	3 1.2%
Special Detail	N %	18 0.7%	0 0.0%
Motorist Assist	N %	55 2.1%	9 3.5%
Warrant	N %	5 0.2%	0 0.0%

Glocester

Location by Race

Location		White	Non-White	Total
East	N	4,016	157	4,173
	%	96.2%	3.8%	100.0%
West	N	1,628	78	1,706
	%	95.4%	4.6%	100.0%
Out of Town	N	1	0	1
	%	100.0%	0.0%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	2,040	60	2,100
	%	97.1%	2.9%	100.0%
2nd Shift (4pm – 12am)	N	2,259	109	2,368
	%	95.4%	4.6%	100.0%
3rd Shift (12am – 8am)	N	1,224	63	1,287
	%	95.1%	4.9%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
East	Shift 1 (8am - 4pm)	N	1,582	43	1,625
		%	97.4%	2.6%	100.0%
	Shift 2 (4pm - 12am)	N	1,500	70	1,570
		%	95.5%	4.5%	100.0%
	Shift 3 (12am - 8am)	N	808	38	846
		%	95.5%	4.5%	100.0%
West	Shift 1 (8am - 4pm)	N	451	17	468
		%	96.4%	3.6%	100.0%
	Shift 2 (4pm - 12am)	N	725	37	762
		%	95.1%	4.9%	100.0%
	Shift 3 (12am - 8am)	N	406	23	429
		%	94.6%	5.4%	100.0%
Out of Town	Shift 1 (8am - 4pm)	N	0	0	0
		%	0.0%	0.0%	0.0%
	Shift 2 (4pm - 12am)	N	0	0	0
		%	0.0%	0.0%	0.0%
	Shift 3 (12am - 8am)	N	1	0	1
		%	100.0%	0.0%	100.0%

Glocester

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,245 95.8%	55 4.2%	1,300 100.0%
Spring (Mar – May)	N %	1,525 95.7%	68 4.3%	1,593 100.0%
Summer (Jun – Aug)	N %	1,397 95.8%	61 4.2%	1,458 100.0%
Fall (Sep – Nov)	N %	1,508 96.6%	53 3.4%	1,561 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	77 1.4%	10 4.2%
Motor Vehicle Violation	N %	5,554 97.9%	226 94.6%
Assist	N %	55 1.0%	5 2.1%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	4,267 75.5%	178 75.4%
Speeding (Low)	N %	690 12.2%	27 11.4%
Other Traffic Violation	N %	532 9.3%	16 6.7%
Equipment Violation	N %	246 4.3%	9 3.8%
Registration Violation	N %	44 0.8%	8 3.4%
Calls for Service/APB	N %	16 0.3%	1 0.4%
City Ordinance Violation	N %	5 0.1%	0 0.0%
Special Detail	N %	24 0.4%	3 1.3%
Motorist Assist	N %	56 1.0%	8 3.4%
Warrant	N %	2 0.0%	0 0.0%

Little Compton

Location by Race

Location		White	Non-White	Total
Northwest	N %	1,298 95.6%	60 4.4%	1,358 100.0%
Southwest	N %	63 98.4%	1 1.6%	64 100.0%
North Central	N %	428 98.8%	5 1.2%	433 100.0%
Northeast	N %	1,495 97.5%	38 2.5%	1,533 100.0%
Central	N %	233 97.5%	6 2.5%	239 100.0%
South	N %	138 95.8%	6 4.2%	144 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	1,091 97.0%	34 3.0%	1,125 100.0%
2nd Shift (4pm - 12am)	N %	2,057 97.0%	63 3.0%	2,120 100.0%
3rd Shift (12am - 8am)	N %	483 96.2%	19 3.8%	502 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Northwest	Shift 1 (8am - 4pm)	N %	401 95.9%	17 4.1%	418 100.0%
	Shift 2 (4pm - 12am)	N %	691 95.6%	32 4.4%	723 100.0%
	Shift 3 (12am - 8am)	N %	183 94.8%	10 5.2%	193 100.0%
Southwest	Shift 1 (8am - 4pm)	N %	14 100.0%	0 0.0%	14 100.0%
	Shift 2 (4pm - 12am)	N %	44 97.8%	1 2.2%	45 100.0%
	Shift 3 (12am - 8am)	N %	5 100.0%	0 0.0%	5 100.0%
North Central	Shift 1 (8am - 4pm)	N %	131 99.2%	1 0.8%	132 100.0%
	Shift 2 (4pm - 12am)	N %	233 98.7%	3 1.3%	236 100.0%
	Shift 3 (12am - 8am)	N %	50 98.0%	1 2.0%	51 100.0%

Little Compton

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Northeast	Shift 1 (8am - 4pm)	N %	420 97.2%	12 2.8%	432 100.0%
	Shift 2 (4pm - 12am)	N %	860 97.7%	20 2.3%	880 100.0%
	Shift 3 (12am - 8am)	N %	199 97.1%	6 2.9%	205 100.0%
Central	Shift 1 (8am - 4pm)	N %	79 96.3%	3 3.7%	82 100.0%
	Shift 2 (4pm - 12am)	N %	120 98.4%	2 1.6%	122 100.0%
	Shift 3 (12am - 8am)	N %	25 96.2%	1 3.8%	26 100.0%
South	Shift 1 (8am - 4pm)	N %	38 97.4%	1 2.6%	39 100.0%
	Shift 2 (4pm - 12am)	N %	84 94.4%	5 5.6%	89 100.0%
	Shift 3 (12am - 8am)	N %	15 100.0%	0 0.0%	15 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	675 97.7%	16 2.3%	691 100.0%
Spring (Mar - May)	N %	831 96.9%	27 3.1%	858 100.0%
Summer (Jun - Aug)	N %	1,141 96.8%	38 3.2%	1,179 100.0%
Fall (Sep - Nov)	N %	1,022 96.8%	34 3.2%	1,056 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	157 4.3%	4 3.4%
Motor Vehicle Violation	N %	3,475 94.1%	112 96.6%
Assist	N %	65 1.8%	0 0.0%

Little Compton

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	1,540 42.2%	37 31.6%
Speeding (Low)	N %	141 3.9%	8 6.8%
Other Traffic Violation	N %	781 21.2%	25 21.4%
Equipment Violation	N %	982 26.7%	39 33.3%
Registration Violation	N %	105 2.9%	5 4.3%
Calls for Service/APB	N %	65 1.8%	1 0.9%
City Ordinance Violation	N %	36 1.0%	3 2.6%
Special Detail	N %	14 0.4%	0 0.0%
Motorist Assist	N %	78 2.1%	0 0.0%
Warrant	N %	3 0.1%	1 0.9%

Middletown

Location by Race

Location		White	Non-White	Total
Post 1	N	1,711	331	2,042
	%	83.8%	16.2%	100.0%
Post 2	N	1,413	214	1,627
	%	86.8%	13.2%	100.0%
Post 3	N	994	73	1,067
	%	93.2%	6.8%	100.0%
Post 4	N	243	12	255
	%	95.3%	4.7%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	1,446	163	1,609
	%	89.9%	10.1%	100.0%
2nd Shift (4pm - 12am)	N	1,869	248	2,117
	%	88.3%	11.7%	100.0%
3rd Shift (12am - 8am)	N	826	166	992
	%	83.3%	16.7%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Post 1	Shift 1 (8am - 4pm)	N	552	82	634
		%	87.1%	12.9%	100.0%
	Shift 2 (4pm - 12am)	N	690	130	820
		%	84.1%	15.9%	100.0%
	Shift 3 (12am - 8am)	N	306	78	384
		%	79.7%	20.3%	100.0%
Post 2	Shift 1 (8am - 4pm)	N	369	44	413
		%	89.3%	10.7%	100.0%
	Shift 2 (4pm - 12am)	N	610	84	694
		%	87.9%	12.1%	100.0%
	Shift 3 (12am - 8am)	N	274	60	334
		%	82.0%	18.0%	100.0%
Post 3	Shift 1 (8am - 4pm)	N	369	22	391
		%	94.4%	5.6%	100.0%
	Shift 2 (4pm - 12am)	N	364	23	387
		%	94.1%	5.9%	100.0%
	Shift 3 (12am - 8am)	N	180	25	205
		%	87.8%	12.2%	100.0%

Middletown

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Post 4	Shift 1 (8am - 4pm)	N	68	5	73
		%	93.2%	6.8%	100.0%
	Shift 2 (4pm - 12am)	N	112	5	117
		%	95.7%	4.3%	100.0%
	Shift 3 (12am - 8am)	N	31	0	31
		%	100.0%	0.0%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	784	120	904
	%	86.7%	13.3%	100.0%
Spring (Mar – May)	N	1,324	197	1,521
	%	87.0%	13.0%	100.0%
Summer (Jun – Aug)	N	1,250	172	1,422
	%	87.9%	12.1%	100.0%
Fall (Sep – Nov)	N	1,208	162	1,370
	%	88.2%	11.8%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	116	28
	%	2.6%	4.4%
Motor Vehicle Violation	N	4,347	599
	%	95.9%	93.3%
Assist	N	78	17
	%	1.7%	2.6%

Middletown

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	1,876 41.8%	229 35.8%
Speeding (Low)	N %	254 5.7%	28 4.4%
Other Traffic Violation	N %	1,401 30.6%	229 35.3%
Equipment Violation	N %	448 9.8%	87 13.4%
Registration Violation	N %	353 7.7%	59 9.1%
Calls for Service/APB	N %	27 0.6%	7 1.1%
City Ordinance Violation	N %	11 0.2%	2 0.3%
Special Detail	N %	191 4.2%	28 4.3%
Motorist Assist	N %	78 1.7%	14 2.2%
Warrant	N %	0 0.0%	0 0.0%

Newport

Location by Race

Location		White	Non-White	Total
Beat 1	N %	3,810 77.6%	1,101 22.4%	4,911 100.0%
Beat 2	N %	5,331 87.7%	751 12.3%	6,082 100.0%
Beat 3	N %	6,988 91.4%	660 8.6%	7,648 100.0%
Beat 4	N %	2,356 92.5%	191 7.5%	2,547 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	5,378 90.3%	576 9.7%	5,954 100.0%
2nd Shift (4pm - 12am)	N %	8,635 86.4%	1,359 13.6%	9,994 100.0%
3rd Shift (12am - 8am)	N %	4,297 85.2%	747 14.8%	5,044 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Beat 1	Shift 1 (8am - 4pm)	N %	988 82.7%	207 17.3%	1,195 100.0%
	Shift 2 (4pm - 12am)	N %	1,820 77.2%	538 22.8%	2,358 100.0%
	Shift 3 (12am - 8am)	N %	768 73.4%	279 26.6%	1,047 100.0%
Beat 2	Shift 1 (8am - 4pm)	N %	1,604 90.5%	169 9.5%	1,773 100.0%
	Shift 2 (4pm - 12am)	N %	2,215 86.7%	339 13.3%	2,554 100.0%
	Shift 3 (12am - 8am)	N %	1,294 85.6%	217 14.4%	1,511 100.0%
Beat 3	Shift 1 (8am - 4pm)	N %	1,843 93.7%	124 6.3%	1,967 100.0%
	Shift 2 (4pm - 12am)	N %	3,285 90.4%	350 9.6%	3,635 100.0%
	Shift 3 (12am - 8am)	N %	1,644 90.5%	172 9.5%	1,816 100.0%

Newport

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Beat 4	Shift 1 (8am - 4pm)	N	788	57	845
		%	93.3%	6.7%	100.0%
	Shift 2 (4pm - 12am)	N	1,065	89	1,154
		%	92.3%	7.7%	100.0%
	Shift 3 (12am - 8am)	N	426	42	468
		%	91.0%	9.0%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	4,107	581	4,688
	%	87.6%	12.4%	100.0%
Spring (Mar – May)	N	4,784	748	5,532
	%	86.5%	13.5%	100.0%
Summer (Jun – Aug)	N	5,018	696	5,714
	%	87.8%	12.2%	100.0%
Fall (Sep – Nov)	N	4,943	740	5,683
	%	87.0%	13.0%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	482	182
	%	2.6%	6.5%
Motor Vehicle Violation	N	17,983	2,546
	%	95.5%	91.5%
Assist	N	401	67
	%	2.1%	2.4%

Newport

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	2,994 15.9%	334 12.1%
Speeding (Low)	N %	2,391 12.7%	314 11.4%
Other Traffic Violation	N %	9,697 51.0%	1,234 44.5%
Equipment Violation	N %	2,972 15.6%	634 22.9%
Registration Violation	N %	254 1.3%	110 4.0%
Calls for Service/APB	N %	161 0.8%	40 1.4%
City Ordinance Violation	N %	66 0.3%	15 0.5%
Special Detail	N %	146 0.8%	54 1.9%
Motorist Assist	N %	395 2.1%	70 2.5%
Warrant	N %	15 0.1%	13 0.5%

North Kingstown

Location by Race

Location		White	Non-White	Total
Patrol Area 1	N %	1,352 92.9%	104 7.1%	1,456 100.0%
Patrol Area 2	N %	1,488 90.0%	166 10.0%	1,654 100.0%
Patrol Area 3	N %	1,618 93.5%	112 6.5%	1,730 100.0%
Patrol Area 4	N %	1,452 87.8%	201 12.2%	1,653 100.0%
Patrol Area 5	N %	1,229 91.8%	110 8.2%	1,339 100.0%
Rt. 1, Rt. 4 & Rt. 138	N %	374 89.9%	42 10.1%	416 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	2,070 92.6%	166 7.4%	2,236 100.0%
2nd Shift (4pm - 12am)	N %	3,133 92.2%	266 7.8%	3,399 100.0%
3rd Shift (12am - 8am)	N %	2,051 88.3%	273 11.7%	2,324 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Patrol Area 1	Shift 1 (8am - 4pm)	N %	332 94.3%	20 5.7%	352 100.0%
	Shift 2 (4pm - 12am)	N %	545 94.0%	35 6.0%	580 100.0%
	Shift 3 (12am - 8am)	N %	384 89.9%	43 10.1%	427 100.0%
Patrol Area 2	Shift 1 (8am - 4pm)	N %	388 90.0%	43 10.0%	431 100.0%
	Shift 2 (4pm - 12am)	N %	587 92.3%	49 7.7%	636 100.0%
	Shift 3 (12am - 8am)	N %	409 87.2%	60 12.8%	469 100.0%

North Kingstown

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Patrol Area 3	Shift 1 (8am - 4pm)	N %	489 94.6%	28 5.4%	517 100.0%
	Shift 2 (4pm - 12am)	N %	764 92.7%	60 7.3%	824 100.0%
	Shift 3 (12am - 8am)	N %	265 92.7%	21 7.3%	286 100.0%
Patrol Area 4	Shift 1 (8am - 4pm)	N %	374 89.5%	44 10.5%	418 100.0%
	Shift 2 (4pm - 12am)	N %	579 89.1%	71 10.9%	650 100.0%
	Shift 3 (12am - 8am)	N %	400 85.1%	70 14.9%	470 100.0%
Patrol Area 5	Shift 1 (8am - 4pm)	N %	326 93.7%	22 6.3%	348 100.0%
	Shift 2 (4pm - 12am)	N %	442 92.1%	38 7.9%	480 100.0%
	Shift 3 (12am - 8am)	N %	373 90.1%	41 9.9%	414 100.0%
Rt. 1, Rt. 4, & Rt. 138	Shift 1 (8am - 4pm)	N %	61 95.3%	3 4.7%	64 100.0%
	Shift 2 (4pm - 12am)	N %	87 95.6%	4 4.4%	91 100.0%
	Shift 3 (12am - 8am)	N %	153 86.0%	25 14.0%	178 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	1,677 90.7%	172 9.3%	1,849 100.0%
Spring (Mar - May)	N %	2,160 90.4%	230 9.6%	2,390 100.0%
Summer (Jun - Aug)	N %	1,993 91.8%	177 8.2%	2,170 100.0%
Fall (Sep - Nov)	N %	1,896 91.5%	177 8.5%	2,073 100.0%

North Kingstown

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	283	50
	%	3.7%	6.7%
Motor Vehicle Violation	N	7,084	657
	%	91.8%	87.5%
Assist	N	376	50
	%	4.9%	6.7%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N	3,477	312
	%	45.7%	42.1%
Speeding (Low)	N	676	52
	%	8.9%	7.0%
Other Traffic Violation	N	2,016	169
	%	25.9%	22.5%
Equipment Violation	N	875	132
	%	11.2%	17.6%
Registration Violation	N	171	18
	%	2.2%	2.4%
Calls for Service/APB	N	105	14
	%	1.3%	1.9%
City Ordinance Violation	N	17	5
	%	0.2%	0.7%
Special Detail	N	42	4
	%	0.5%	0.5%
Motorist Assist	N	371	53
	%	4.8%	7.0%
Warrant	N	5	3
	%	0.1%	0.4%

Pawtucket

Location by Race

Location		White	Non-White	Total
Location Group 1	N	2,755	1,012	3,767
	%	73.1%	26.9%	100.0%
Location Group 2	N	5,496	484	5,980
	%	91.9%	8.1%	100.0%
Location Group 3	N	4,002	1,079	5,081
	%	78.8%	21.2%	100.0%
Location Group 4	N	4,673	1,999	6,672
	%	70.0%	30.0%	100.0%
Location Group 5	N	3,353	1,012	4,365
	%	76.8%	23.2%	100.0%
Location Group 6	N	3463	1154	4617
	%	75.0%	25.0%	100.0%
Location Group 7	N	274	286	560
	%	48.9%	51.1%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	14,158	3,898	18,056
	%	78.4%	21.6%	100.0%
2nd Shift (4pm - 12am)	N	8,690	2,638	11,328
	%	76.7%	23.3%	100.0%
3rd Shift (12am - 8am)	N	2,331	861	3,192
	%	73.0%	27.0%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
1	Shift 1 (8am - 4pm)	N	1,445	464	1,909
		%	75.7%	24.3%	100.0%
	Shift 2 (4pm - 12am)	N	1,124	495	1,619
		%	69.4%	30.6%	100.0%
	Shift 3 (12am - 8am)	N	98	29	127
		%	77.2%	22.8%	100.0%
2	Shift 1 (8am - 4pm)	N	2,671	234	2,905
		%	91.9%	8.1%	100.0%
	Shift 2 (4pm - 12am)	N	2,273	178	2,451
		%	92.7%	7.3%	100.0%
	Shift 3 (12am - 8am)	N	374	47	421
		%	88.8%	11.2%	100.0%

Pawtucket

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
3	Shift 1 (8am - 4pm)	N %	2,128 78.8%	571 21.2%	2,699 100.0%
	Shift 2 (4pm - 12am)	N %	1,459 77.9%	414 22.1%	1,873 100.0%
	Shift 3 (12am - 8am)	N %	238 79.6%	61 20.4%	299 100.0%
4	Shift 1 (8am - 4pm)	N %	2,754 69.3%	1,218 30.7%	3,972 100.0%
	Shift 2 (4pm - 12am)	N %	1,126 71.7%	444 28.3%	1,570 100.0%
	Shift 3 (12am - 8am)	N %	626 69.9%	270 30.1%	896 100.0%
5	Shift 1 (8am - 4pm)	N %	1,813 80.4%	442 19.6%	2,255 100.0%
	Shift 2 (4pm - 12am)	N %	1,184 77.1%	351 22.9%	1,535 100.0%
	Shift 3 (12am - 8am)	N %	223 59.5%	152 40.5%	375 100.0%
6	Shift 1 (8am - 4pm)	N %	1,892 79.7%	483 20.3%	2,375 100.0%
	Shift 2 (4pm - 12am)	N %	995 66.5%	502 33.5%	1,497 100.0%
	Shift 3 (12am - 8am)	N %	456 79.9%	115 20.1%	571 100.0%
7	Shift 1 (8am - 4pm)	N %	106 51.2%	101 48.8%	207 100.0%
	Shift 2 (4pm - 12am)	N %	106 48.8%	111 51.2%	217 100.0%
	Shift 3 (12am - 8am)	N %	43 41.0%	62 59.0%	105 100.0%

Pawtucket

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	5,990 76.9%	1,800 23.1%	7,790 100.0%
Spring (Mar - May)	N %	7,658 78.3%	2,121 21.7%	9,779 100.0%
Summer (Jun - Aug)	N %	5,438 75.6%	1,756 24.4%	7,194 100.0%
Fall (Sep - Nov)	N %	6,604 77.8%	1,887 22.2%	8,491 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	238 0.9%	193 2.5%
Motor Vehicle Violation	N %	25,710 99.2%	7,456 97.7%
Assist	N %	21 0.1%	13 0.2%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	6,320 24.7%	1,607 21.3%
Speeding (Low)	N %	12,128 47.4%	2,762 36.7%
Other Traffic Violation	N %	4,447 17.0%	1,833 23.8%
Equipment Violation	N %	954 3.6%	675 8.8%
Registration Violation	N %	85 0.3%	90 1.2%
Calls for Service/APB	N %	26 0.1%	24 0.3%
City Ordinance Violation	N %	330 1.3%	160 2.1%
Special Detail	N %	16,758 64.1%	4,098 53.2%
Motorist Assist	N %	21 0.1%	14 0.2%
Warrant	N %	18 0.1%	15 0.2%

Portsmouth

Location by Race

Location		White	Non-White	Total
Common Fence Point	N %	2,239 90.6%	233 9.4%	2,472 100.0%
Island Park	N %	724 91.3%	69 8.7%	793 100.0%
Sunny Acres	N %	689 95.2%	35 4.8%	724 100.0%
Kaiser Aluminum	N %	231 90.9%	23 9.1%	254 100.0%
High School	N %	621 90.3%	67 9.7%	688 100.0%
Dunkin' Donuts (North)	N %	139 92.1%	12 7.9%	151 100.0%
Police Headquarters	N %	1657 93.4%	117 6.6%	1774 100.0%
Portsmouth Abbey	N %	342 87.2%	50 12.8%	392 100.0%
Bend Boat Basin	N %	120 87.0%	18 13.0%	138 100.0%
Hilltop Farms	N %	448 90.3%	48 9.7%	496 100.0%
Sea Meadow Farms	N %	171 94.0%	11 6.0%	182 100.0%
Glen Farms	N %	587 94.5%	34 5.5%	621 100.0%
Lawton Valley	N %	521 91.7%	47 8.3%	568 100.0%
Raytheon	N %	513 89.7%	59 10.3%	572 100.0%
St. Mary's Pond	N %	152 92.7%	12 7.3%	164 100.0%
Sandy Point	N %	639 91.8%	57 8.2%	696 100.0%
Hog Island	N %	4 100.0%	0 0.0%	4 100.0%
Prudence Island	N %	2 100.0%	0 0.0%	2 100.0%
Out of Town	N %	3 100.0%	0 0.0%	3 100.0%

Portsmouth

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	3,775 93.0%	284 7.0%	4,059 100.0%
2nd Shift (4pm - 12am)	N %	3,463 91.7%	315 8.3%	3,778 100.0%
3rd Shift (12am - 8am)	N %	2,486 89.9%	280 10.1%	2,766 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Common Fence Point	Shift 1 (8am - 4pm)	N %	235 94.0%	15 6.0%	250 100.0%
	Shift 2 (4pm - 12am)	N %	1,114 91.0%	110 9.0%	1,224 100.0%
	Shift 3 (12am - 8am)	N %	846 89.3%	101 10.7%	947 100.0%
Island Park	Shift 1 (8am - 4pm)	N %	309 90.9%	31 9.1%	340 100.0%
	Shift 2 (4pm - 12am)	N %	310 91.2%	30 8.8%	340 100.0%
	Shift 3 (12am - 8am)	N %	96 93.2%	7 6.8%	103 100.0%
Sunny Acres	Shift 1 (8am - 4pm)	N %	258 94.9%	14 5.1%	272 100.0%
	Shift 2 (4pm - 12am)	N %	244 96.1%	10 3.9%	254 100.0%
	Shift 3 (12am - 8am)	N %	175 94.1%	11 5.9%	186 100.0%
Kaiser Aluminum	Shift 1 (8am - 4pm)	N %	143 94.1%	9 5.9%	152 100.0%
	Shift 2 (4pm - 12am)	N %	50 87.7%	7 12.3%	57 100.0%
	Shift 3 (12am - 8am)	N %	32 84.2%	6 15.8%	38 100.0%
High School	Shift 1 (8am - 4pm)	N %	311 92.3%	26 7.7%	337 100.0%
	Shift 2 (4pm - 12am)	N %	177 89.4%	21 10.6%	198 100.0%
	Shift 3 (12am - 8am)	N %	121 86.4%	19 13.6%	140 100.0%

Portsmouth

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Dunkin' Donuts (North)	Shift 1 (8am - 4pm)	N %	55 94.8%	3 5.2%	58 100.0%
	Shift 2 (4pm - 12am)	N %	41 91.1%	4 8.9%	45 100.0%
	Shift 3 (12am - 8am)	N %	42 89.4%	5 10.6%	47 100.0%
Police Headquarters	Shift 1 (8am - 4pm)	N %	718 93.9%	47 6.1%	765 100.0%
	Shift 2 (4pm - 12am)	N %	490 94.0%	31 6.0%	521 100.0%
	Shift 3 (12am - 8am)	N %	422 91.7%	38 8.3%	460 100.0%
Portsmouth Abbey	Shift 1 (8am - 4pm)	N %	157 88.7%	20 11.3%	177 100.0%
	Shift 2 (4pm - 12am)	N %	72 84.7%	13 15.3%	85 100.0%
	Shift 3 (12am - 8am)	N %	108 87.1%	16 12.9%	124 100.0%
Bend Boat Basin	Shift 1 (8am - 4pm)	N %	81 87.1%	12 12.9%	93 100.0%
	Shift 2 (4pm - 12am)	N %	26 89.7%	3 10.3%	29 100.0%
	Shift 3 (12am - 8am)	N %	11 78.6%	3 21.4%	14 100.0%
Hilltop Farms	Shift 1 (8am - 4pm)	N %	292 89.0%	36 11.0%	328 100.0%
	Shift 2 (4pm - 12am)	N %	109 93.2%	8 6.8%	117 100.0%
	Shift 3 (12am - 8am)	N %	36 90.0%	4 10.0%	40 100.0%
Sea Meadow Farms	Shift 1 (8am - 4pm)	N %	116 94.3%	7 5.7%	123 100.0%
	Shift 2 (4pm - 12am)	N %	34 94.4%	2 5.6%	36 100.0%
	Shift 3 (12am - 8am)	N %	18 90.0%	2 10.0%	20 100.0%

Portsmouth

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Glen Farms	Shift 1 (8am - 4pm)	N %	293 96.1%	12 3.9%	305 100.0%
	Shift 2 (4pm - 12am)	N %	149 93.1%	11 6.9%	160 100.0%
	Shift 3 (12am - 8am)	N %	137 92.6%	11 7.4%	148 100.0%
Lawton Valley	Shift 1 (8am - 4pm)	N %	240 95.2%	12 4.8%	252 100.0%
	Shift 2 (4pm - 12am)	N %	163 88.1%	22 11.9%	185 100.0%
	Shift 3 (12am - 8am)	N %	111 90.2%	12 9.8%	123 100.0%
Raytheon	Shift 1 (8am - 4pm)	N %	211 92.5%	17 7.5%	228 100.0%
	Shift 2 (4pm - 12am)	N %	141 88.7%	18 11.3%	159 100.0%
	Shift 3 (12am - 8am)	N %	150 86.2%	24 13.8%	174 100.0%
St. Mary's Pond	Shift 1 (8am - 4pm)	N %	75 96.2%	3 3.8%	78 100.0%
	Shift 2 (4pm - 12am)	N %	62 91.2%	6 8.8%	68 100.0%
	Shift 3 (12am - 8am)	N %	13 86.7%	2 13.3%	15 100.0%
Sandy Point	Shift 1 (8am - 4pm)	N %	258 92.8%	20 7.2%	278 100.0%
	Shift 2 (4pm - 12am)	N %	242 93.1%	18 6.9%	260 100.0%
	Shift 3 (12am - 8am)	N %	135 88.2%	18 11.8%	153 100.0%
Hog Island	Shift 1 (8am - 4pm)	N %	2 100.0%	0 0.0%	2 100.0%
	Shift 2 (4pm - 12am)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 3 (12am - 8am)	N %	2 100.0%	0 0.0%	2 100.0%

Portsmouth

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Prudence Island	Shift 1 (8am - 4pm)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 2 (4pm - 12am)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 3 (12am - 8am)	N %	2 100.0%	0 0.0%	2 100.0%
Out of Town	Shift 1 (8am - 4pm)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 2 (4pm - 12am)	N %	2 100.0%	0 0.0%	2 100.0%
	Shift 3 (12am - 8am)	N %	1 100.0%	0 0.0%	1 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N	2,217	185	2,402
	%	92.3%	7.7%	100.0%
Spring (Mar - May)	N	2,621	241	2,862
	%	91.6%	8.4%	100.0%
Summer (Jun - Aug)	N	2,407	226	2,633
	%	91.4%	8.6%	100.0%
Fall (Sep - Nov)	N	2,625	241	2,866
	%	91.6%	8.4%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	278	29
	%	2.8%	3.2%
Motor Vehicle Violation	N	9,177	809
	%	92.9%	90.4%
Assist	N	443	59
	%	4.5%	6.6%

Portsmouth

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	6,359 64.7%	516 58.4%
Speeding (Low)	N %	355 3.6%	24 2.7%
Other Traffic Violation	N %	1,757 17.8%	205 23.0%
Equipment Violation	N %	745 7.5%	109 12.2%
Registration Violation	N %	343 3.5%	46 5.2%
Calls for Service/APB	N %	78 0.8%	7 0.8%
City Ordinance Violation	N %	45 0.5%	5 0.6%
Special Detail	N %	29 0.3%	2 0.2%
Motorist Assist	N %	455 4.6%	58 6.5%
Warrant	N %	4 0.0%	2 0.2%

South Kingstown

Location by Race

Location		White	Non-White	Total
North Area	N %	15,290 93.0%	1,152 7.0%	16,442 100.0%
South Area	N %	4,299 94.4%	254 5.6%	4,553 100.0%
Town East Area	N %	4,283 93.4%	301 6.6%	4,584 100.0%
Town West Area	N %	2,344 91.9%	207 8.1%	2,551 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	13,322 94.6%	762 5.4%	14,084 100.0%
2nd Shift (4pm - 12am)	N %	9,595 92.4%	787 7.6%	10,382 100.0%
3rd Shift (12am - 8am)	N %	3,811 89.5%	447 10.5%	4,258 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
North Area	Shift 1 (8am - 4pm)	N %	7,917 94.5%	462 5.5%	8,379 100.0%
	Shift 2 (4pm - 12am)	N %	5,009 92.0%	436 8.0%	5,445 100.0%
	Shift 3 (12am - 8am)	N %	2,009 89.7%	230 10.3%	2,239 100.0%
South Area	Shift 1 (8am - 4pm)	N %	1,943 95.2%	98 4.8%	2,041 100.0%
	Shift 2 (4pm - 12am)	N %	1,688 94.4%	101 5.6%	1,789 100.0%
	Shift 3 (12am - 8am)	N %	579 92.5%	47 7.5%	626 100.0%
Town East Area	Shift 1 (8am - 4pm)	N %	1,959 95.4%	95 4.6%	2,054 100.0%
	Shift 2 (4pm - 12am)	N %	1,541 93.8%	102 6.2%	1,643 100.0%
	Shift 3 (12am - 8am)	N %	686 87.8%	95 12.2%	781 100.0%

South Kingstown

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Town West Area	Shift 1 (8am - 4pm)	N	1,043	61	1,104
		%	94.5%	5.5%	100.0%
	Shift 2 (4pm - 12am)	N	957	102	1,059
		%	90.4%	9.6%	100.0%
	Shift 3 (12am - 8am)	N	291	31	322
		%	90.4%	9.6%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N	7,596	525	8,121
	%	93.5%	6.5%	100.0%
Spring (Mar - May)	N	6,109	470	6,579
	%	92.9%	7.1%	100.0%
Summer (Jun - Aug)	N	6,757	508	7,265
	%	93.0%	7.0%	100.0%
Fall (Sep - Nov)	N	6,644	529	7,173
	%	92.6%	7.4%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	362	68
	%	1.3%	3.3%
Motor Vehicle Violation	N	26,574	1,955
	%	98.5%	96.0%
Assist	N	78	17
	%	0.3%	0.8%

South Kingstown

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	18,817 70.5%	1,241 61.4%
Speeding (Low)	N %	1,948 7.3%	103 5.1%
Other Traffic Violation	N %	3,422 12.5%	342 16.7%
Equipment Violation	N %	1,770 6.5%	230 11.2%
Registration Violation	N %	717 2.6%	94 4.6%
Calls for Service/APB	N %	72 0.3%	14 0.7%
City Ordinance Violation	N %	18 0.1%	2 0.1%
Special Detail	N %	61 0.2%	5 0.2%
Motorist Assist	N %	99 0.4%	19 0.9%
Warrant	N %	25 0.1%	13 0.6%

Tiverton

Location by Race

Location		White	Non-White	Total
Sector 1	N	2,788	111	2,899
	%	96.2%	3.8%	100.0%
Sector 2	N	1,837	38	1,875
	%	98.0%	2.0%	100.0%
Sector 3	N	1,944	24	1,968
	%	98.8%	1.2%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	2,854	45	2,899
	%	98.4%	1.6%	100.0%
2nd Shift (4pm - 12am)	N	2,258	56	2,314
	%	97.6%	2.4%	100.0%
3rd Shift (12am - 8am)	N	1,518	76	1,594
	%	95.2%	4.8%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Sector 1	Shift 1 (8am - 4pm)	N	975	18	993
		%	98.2%	1.8%	100.0%
	Shift 2 (4pm - 12am)	N	1,006	38	1,044
		%	96.4%	3.6%	100.0%
	Shift 3 (12am - 8am)	N	739	52	791
		%	93.4%	6.6%	100.0%
Sector 2	Shift 1 (8am - 4pm)	N	802	12	814
		%	98.5%	1.5%	100.0%
	Shift 2 (4pm - 12am)	N	627	10	637
		%	98.4%	1.6%	100.0%
	Shift 3 (12am - 8am)	N	347	13	360
		%	96.4%	3.6%	100.0%
Sector 3	Shift 1 (8am - 4pm)	N	964	12	976
		%	98.8%	1.2%	100.0%
	Shift 2 (4pm - 12am)	N	564	5	569
		%	99.1%	0.9%	100.0%
	Shift 3 (12am - 8am)	N	350	6	356
		%	98.3%	1.7%	100.0%

Tiverton

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N	1,573	40	1,613
	%	97.5%	2.5%	100.0%
Spring (Mar - May)	N	1,903	60	1,963
	%	96.9%	3.1%	100.0%
Summer (Jun - Aug)	N	1,460	47	1,507
	%	96.9%	3.1%	100.0%
Fall (Sep - Nov)	N	1,829	36	1,865
	%	98.1%	1.9%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	443	21
	%	6.6%	11.5%
Motor Vehicle Violation	N	6,182	155
	%	91.6%	85.2%
Assist	N	136	6
	%	2.0%	3.3%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N	2,043	34
	%	31.0%	20.0%
Speeding (Low)	N	997	14
	%	15.1%	8.2%
Other Traffic Violation	N	1,334	49
	%	19.6%	27.2%
Equipment Violation	N	1,720	52
	%	25.3%	28.9%
Registration Violation	N	168	7
	%	2.5%	3.9%
Calls for Service/APB	N	112	4
	%	1.6%	2.2%
City Ordinance Violation	N	39	0
	%	0.6%	0.0%
Special Detail	N	125	3
	%	1.8%	1.7%
Motorist Assist	N	197	10
	%	2.9%	5.6%
Warrant	N	12	0
	%	0.2%	0.0%

Warren

Location by Race

Location		White	Non-White	Total
North Sector	N	2,237	178	2,415
	%	92.6%	7.4%	100.0%
South Sector	N	3,040	209	3,249
	%	93.6%	6.4%	100.0%
East Sector	N	527	17	544
	%	96.9%	3.1%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	1,320	83	1,403
	%	94.1%	5.9%	100.0%
2nd Shift (4pm - 12am)	N	2,813	170	2,983
	%	94.3%	5.7%	100.0%
3rd Shift (12am - 8am)	N	1,609	146	1,755
	%	91.7%	8.3%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
North Sector	Shift 1 (8am - 4pm)	N	513	42	555
		%	92.4%	7.6%	100.0%
	Shift 2 (4pm - 12am)	N	1,116	76	1,192
		%	93.6%	6.4%	100.0%
	Shift 3 (12am - 8am)	N	555	57	612
		%	90.7%	9.3%	100.0%
South Sector	Shift 1 (8am - 4pm)	N	654	34	688
		%	95.1%	4.9%	100.0%
	Shift 2 (4pm - 12am)	N	1,416	87	1,503
		%	94.2%	5.8%	100.0%
	Shift 3 (12am - 8am)	N	895	81	976
		%	91.7%	8.3%	100.0%
East Sector	Shift 1 (8am - 4pm)	N	123	5	128
		%	96.1%	3.9%	100.0%
	Shift 2 (4pm - 12am)	N	243	6	249
		%	97.6%	2.4%	100.0%
	Shift 3 (12am - 8am)	N	142	6	148
		%	95.9%	4.1%	100.0%

Warren

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec - Feb)	N %	1,427 93.1%	105 6.9%	1,532 100.0%
Spring (Mar - May)	N %	1,777 93.7%	119 6.3%	1,896 100.0%
Summer (Jun - Aug)	N %	1,288 92.6%	103 7.4%	1,391 100.0%
Fall (Sep - Nov)	N %	1,379 94.4%	82 5.6%	1,461 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	958 16.3%	99 24.3%
Motor Vehicle Violation	N %	4,635 78.9%	395 72.5%
Assist	N %	286 4.9%	14 3.4%

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	887 15.5%	51 12.7%
Speeding (Low)	N %	1,164 20.3%	59 14.7%
Other Traffic Violation	N %	1,676 28.7%	100 24.8%
Equipment Violation	N %	604 10.3%	55 13.6%
Registration Violation	N %	503 8.6%	72 17.8%
Calls for Service/APB	N %	194 3.3%	15 3.7%
City Ordinance Violation	N %	33 0.6%	3 0.7%
Special Detail	N %	387 6.6%	27 6.7%
Motorist Assist	N %	270 4.6%	14 3.5%
Warrant	N %	52 0.9%	7 1.7%

Warwick

Location by Race

Location		White	Non-White	Total
Post 1	N	1,929	203	2,132
	%	90.5%	9.5%	100.0%
Post 2	N	2,577	167	2,744
	%	93.9%	6.1%	100.0%
Post 3	N	1,514	146	1,660
	%	91.2%	8.8%	100.0%
Post 4	N	1,185	72	1,257
	%	94.3%	5.7%	100.0%
Post 5	N	1,654	214	1,868
	%	88.5%	11.5%	100.0%
Post 6	N	1355	131	1486
	%	91.2%	8.8%	100.0%
Post 7	N	259	19	278
	%	93.2%	6.8%	100.0%
Post 8	N	1785	300	2085
	%	85.6%	14.4%	100.0%
Post 9	N	2301	512	2813
	%	81.8%	18.2%	100.0%
Post 10	N	2422	355	2777
	%	87.2%	12.8%	100.0%
Post 11	N	2152	278	2430
	%	88.6%	11.4%	100.0%
Post 12	N	2243	146	2389
	%	93.9%	6.1%	100.0%
Post 13	N	1424	224	1648
	%	86.4%	13.6%	100.0%
Post 14	N	553	130	683
	%	81.0%	19.0%	100.0%
Post 15	N	1256	252	1508
	%	83.3%	16.7%	100.0%
Post 16	N	978	120	1098
	%	89.1%	10.9%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift	N	7,619	661	8,280
(8am - 4pm)	%	92.0%	8.0%	100.0%
2nd Shift	N	8,960	1,089	10,049
(4pm - 12am)	%	89.2%	10.8%	100.0%
3rd Shift	N	8,402	1,376	9,778
(12am - 8am)	%	85.9%	14.1%	100.0%

Warwick

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Post 1	Shift 1 (8am - 4pm)	N %	463 94.5%	27 5.5%	490 100.0%
	Shift 2 (4pm - 12am)	N %	661 91.2%	64 8.8%	725 100.0%
	Shift 3 (12am - 8am)	N %	661 88.5%	86 11.5%	747 100.0%
Post 2	Shift 1 (8am - 4pm)	N %	842 95.7%	38 4.3%	880 100.0%
	Shift 2 (4pm - 12am)	N %	923 94.2%	57 5.8%	980 100.0%
	Shift 3 (12am - 8am)	N %	713 91.4%	67 8.6%	780 100.0%
Post 3	Shift 1 (8am - 4pm)	N %	297 94.3%	18 5.7%	315 100.0%
	Shift 2 (4pm - 12am)	N %	770 90.7%	79 9.3%	849 100.0%
	Shift 3 (12am - 8am)	N %	410 90.5%	43 9.5%	453 100.0%
Post 4	Shift 1 (8am - 4pm)	N %	343 95.0%	18 5.0%	361 100.0%
	Shift 2 (4pm - 12am)	N %	377 94.5%	22 5.5%	399 100.0%
	Shift 3 (12am - 8am)	N %	397 93.4%	28 6.6%	425 100.0%
Post 5	Shift 1 (8am - 4pm)	N %	237 90.8%	24 9.2%	261 100.0%
	Shift 2 (4pm - 12am)	N %	471 87.9%	65 12.1%	536 100.0%
	Shift 3 (12am - 8am)	N %	870 88.2%	116 11.8%	986 100.0%
Post 6	Shift 1 (8am - 4pm)	N %	223 95.7%	10 4.3%	233 100.0%
	Shift 2 (4pm - 12am)	N %	412 92.6%	33 7.4%	445 100.0%
	Shift 3 (12am - 8am)	N %	667 89.5%	78 10.5%	745 100.0%
Post 7	Shift 1 (8am - 4pm)	N %	66 95.7%	3 4.3%	69 100.0%
	Shift 2 (4pm - 12am)	N %	106 96.4%	4 3.6%	110 100.0%
	Shift 3 (12am - 8am)	N %	68 90.7%	7 9.3%	75 100.0%

Warwick

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Post 8	Shift 1 (8am - 4pm)	N %	606 92.4%	50 7.6%	656 100.0%
	Shift 2 (4pm - 12am)	N %	571 85.9%	94 14.1%	665 100.0%
	Shift 3 (12am - 8am)	N %	534 79.1%	141 20.9%	675 100.0%
Post 9	Shift 1 (8am - 4pm)	N %	667 85.5%	113 14.5%	780 100.0%
	Shift 2 (4pm - 12am)	N %	655 79.1%	173 20.9%	828 100.0%
	Shift 3 (12am - 8am)	N %	822 81.3%	189 18.7%	1,011 100.0%
Post 10	Shift 1 (8am - 4pm)	N %	787 92.2%	67 7.8%	854 100.0%
	Shift 2 (4pm - 12am)	N %	683 89.4%	81 10.6%	764 100.0%
	Shift 3 (12am - 8am)	N %	838 82.0%	184 18.0%	1,022 100.0%
Post 11	Shift 1 (8am - 4pm)	N %	779 91.6%	71 8.4%	850 100.0%
	Shift 2 (4pm - 12am)	N %	722 90.0%	80 10.0%	802 100.0%
	Shift 3 (12am - 8am)	N %	552 82.4%	118 17.6%	670 100.0%
Post 12	Shift 1 (8am - 4pm)	N %	881 96.1%	36 3.9%	917 100.0%
	Shift 2 (4pm - 12am)	N %	688 93.5%	48 6.5%	736 100.0%
	Shift 3 (12am - 8am)	N %	573 91.1%	56 8.9%	629 100.0%
Post 13	Shift 1 (8am - 4pm)	N %	435 87.5%	62 12.5%	497 100.0%
	Shift 2 (4pm - 12am)	N %	516 86.7%	79 13.3%	595 100.0%
	Shift 3 (12am - 8am)	N %	379 84.8%	68 15.2%	447 100.0%
Post 14	Shift 1 (8am - 4pm)	N %	92 79.3%	24 20.7%	116 100.0%
	Shift 2 (4pm - 12am)	N %	320 81.0%	75 19.0%	395 100.0%
	Shift 3 (12am - 8am)	N %	120 84.5%	22 15.5%	142 100.0%

Warwick

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Post 15	Shift 1 (8am - 4pm)	N %	365 90.3%	39 9.7%	404 100.0%
	Shift 2 (4pm - 12am)	N %	425 87.3%	62 12.7%	487 100.0%
	Shift 3 (12am - 8am)	N %	374 77.0%	112 23.0%	486 100.0%
Post 16	Shift 1 (8am - 4pm)	N %	272 91.3%	26 8.7%	298 100.0%
	Shift 2 (4pm - 12am)	N %	405 90.0%	45 10.0%	450 100.0%
	Shift 3 (12am - 8am)	N %	225 88.2%	30 11.8%	255 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	5,935 88.7%	757 11.3%	6,692 100.0%
Spring (Mar – May)	N %	7,016 88.2%	936 11.8%	7,952 100.0%
Summer (Jun – Aug)	N %	6,690 88.8%	843 11.2%	7,533 100.0%
Fall (Sep – Nov)	N %	6,387 88.8%	804 11.2%	7,191 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	1,170 4.5%	235 7.0%
Motor Vehicle Violation	N %	24,717 94.7%	3,067 91.9%
Assist	N %	294 1.1%	59 1.8%

Warwick

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	6,456 24.9%	741 22.3%
Speeding (Low)	N %	3,219 12.4%	241 7.3%
Other Traffic Violation	N %	8,684 33.1%	1,057 31.5%
Equipment Violation	N %	5,733 21.9%	925 27.6%
Registration Violation	N %	1,105 4.2%	260 7.7%
Calls for Service/APB	N %	335 1.3%	75 2.2%
City Ordinance Violation	N %	186 0.7%	27 0.8%
Special Detail	N %	1,380 5.3%	106 3.2%
Motorist Assist	N %	349 1.3%	68 2.0%
Warrant	N %	42 0.2%	6 0.2%

West Greenwich

Location by Race

Location		White	Non-White	Total
Mishnock	N %	896 93.1%	66 6.9%	962 100.0%
Nooseneck Hill Road	N %	1,276 94.4%	76 5.6%	1,352 100.0%
Victory Highway	N %	692 96.6%	24 3.4%	716 100.0%
West End	N %	96 99.0%	1 1.0%	97 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	929 96.2%	37 3.8%	966 100.0%
2nd Shift (4pm – 12am)	N %	1,511 94.8%	83 5.2%	1,594 100.0%
3rd Shift (12am – 8am)	N %	575 92.9%	44 7.1%	619 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Mishnock	Shift 1 (8am - 4pm)	N %	217 95.6%	10 4.4%	227 100.0%
	Shift 2 (4pm - 12am)	N %	501 93.8%	33 6.2%	534 100.0%
	Shift 3 (12am - 8am)	N %	157 89.7%	18 10.3%	175 100.0%
Nooseneck Hill Road	Shift 1 (8am - 4pm)	N %	442 96.1%	18 3.9%	460 100.0%
	Shift 2 (4pm - 12am)	N %	554 93.9%	36 6.1%	590 100.0%
	Shift 3 (12am - 8am)	N %	226 91.9%	20 8.1%	246 100.0%
Victory Highway	Shift 1 (8am - 4pm)	N %	213 97.7%	5 2.3%	218 100.0%
	Shift 2 (4pm - 12am)	N %	367 96.8%	12 3.2%	379 100.0%
	Shift 3 (12am - 8am)	N %	101 97.1%	3 2.9%	104 100.0%

West Greenwich

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
West End	Shift 1 (8am - 4pm)	N	28	0	28
		%	100.0%	0.0%	100.0%
	Shift 2 (4pm - 12am)	N	19	0	19
		%	100.0%	0.0%	100.0%
	Shift 3 (12am - 8am)	N	49	1	50
		%	98.0%	2.0%	100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	645	25	670
	%	96.3%	3.7%	100.0%
Spring (Mar – May)	N	892	51	943
	%	94.6%	5.4%	100.0%
Summer (Jun – Aug)	N	784	51	835
	%	93.9%	6.1%	100.0%
Fall (Sep – Nov)	N	766	46	812
	%	94.3%	5.7%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	51	6
	%	1.7%	3.5%
Motor Vehicle Violation	N	3,026	161
	%	98.3%	93.1%
Assist	N	8	8
	%	0.3%	4.6%

West Greenwich

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	1,945 65.4%	78 46.4%
Speeding (Low)	N %	126 4.2%	1 0.6%
Other Traffic Violation	N %	422 13.6%	41 23.7%
Equipment Violation	N %	302 9.7%	26 15.0%
Registration Violation	N %	169 5.4%	14 8.1%
Calls for Service/APB	N %	17 0.5%	0 0.0%
City Ordinance Violation	N %	6 0.2%	0 0.0%
Special Detail	N %	3 0.1%	0 0.0%
Motorist Assist	N %	9 0.3%	9 5.2%
Warrant	N %	1 0.0%	0 0.0%

West Warwick

Location by Race

Location		White	Non-White	Total
Arctic	N %	1,973 90.6%	205 9.4%	2,178 100.0%
Phenix	N %	1,204 91.4%	113 8.6%	1,317 100.0%
Natick	N %	1,092 86.9%	164 13.1%	1,256 100.0%
Crompton	N %	1,957 92.2%	166 7.8%	2,123 100.0%
Interstate 95	N %	0 0.0%	1 100.0%	1 100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N %	2,918 90.8%	296 9.2%	3,214 100.0%
2nd Shift (4pm - 12am)	N %	2,134 91.9%	188 8.1%	2,322 100.0%
3rd Shift (12am - 8am)	N %	1,116 87.5%	159 12.5%	1,275 100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Arctic	Shift 1 (8am - 4pm)	N %	950 88.8%	120 11.2%	1,070 100.0%
	Shift 2 (4pm - 12am)	N %	754 93.9%	49 6.1%	803 100.0%
	Shift 3 (12am - 8am)	N %	195 87.8%	27 12.2%	222 100.0%
Phenix	Shift 1 (8am - 4pm)	N %	503 94.9%	27 5.1%	530 100.0%
	Shift 2 (4pm - 12am)	N %	271 92.8%	21 7.2%	292 100.0%
	Shift 3 (12am - 8am)	N %	373 85.6%	63 14.4%	436 100.0%
Natick	Shift 1 (8am - 4pm)	N %	507 87.3%	74 12.7%	581 100.0%
	Shift 2 (4pm - 12am)	N %	287 87.2%	42 12.8%	329 100.0%
	Shift 3 (12am - 8am)	N %	242 86.4%	38 13.6%	280 100.0%

West Warwick

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Crompton	Shift 1 (8am - 4pm)	N %	849 92.9%	65 7.1%	914 100.0%
	Shift 2 (4pm - 12am)	N %	766 92.0%	67 8.0%	833 100.0%
	Shift 3 (12am - 8am)	N %	258 91.5%	24 8.5%	282 100.0%
Interstate 95	Shift 1 (8am - 4pm)	N %	0 0.0%	0 0.0%	0 0.0%
	Shift 2 (4pm - 12am)	N %	0 0.0%	1 100.0%	1 100.0%
	Shift 3 (12am - 8am)	N %	0 0.0%	0 0.0%	0 0.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N	1,811	180	1,991
	%	91.0%	9.0%	100.0%
Spring (Mar – May)	N	1,828	179	2,007
	%	91.1%	8.9%	100.0%
Summer (Jun – Aug)	N	1,464	160	1,624
	%	90.1%	9.9%	100.0%
Fall (Sep – Nov)	N	1,293	146	1,439
	%	89.9%	10.1%	100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N	506	85
	%	7.9%	12.8%
Motor Vehicle Violation	N	5,822	577
	%	91.5%	86.6%
Assist	N	66	9
	%	1.0%	1.4%

West Warwick

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	1,383 21.9%	79 11.9%
Speeding (Low)	N %	302 4.8%	15 2.3%
Other Traffic Violation	N %	1,876 29.4%	197 29.4%
Equipment Violation	N %	1,835 28.7%	257 38.4%
Registration Violation	N %	866 13.6%	129 19.3%
Calls for Service/APB	N %	85 1.3%	8 1.2%
City Ordinance Violation	N %	22 0.3%	4 0.6%
Special Detail	N %	666 10.4%	53 7.9%
Motorist Assist	N %	64 1.0%	8 1.2%
Warrant	N %	11 0.2%	2 0.3%

Westerly

Location by Race

Location		White	Non-White	Total
Northside	N	2,026	205	2,231
	%	90.8%	9.2%	100.0%
Southside	N	1,651	143	1,794
	%	92.0%	8.0%	100.0%
Inside	N	1,358	126	1,484
	%	91.5%	8.5%	100.0%
Beach	N	839	50	889
	%	94.4%	5.6%	100.0%
Bradford	N	1,471	74	1,545
	%	95.2%	4.8%	100.0%

Shift by Race

Shift		White	Non-White	Total
1st Shift (8am - 4pm)	N	2,413	166	2,579
	%	93.6%	6.4%	100.0%
2nd Shift (4pm - 12am)	N	2,183	182	2,365
	%	92.3%	7.7%	100.0%
3rd Shift (12am - 8am)	N	2,521	233	2,754
	%	91.5%	8.5%	100.0%

Racial Differences in Stops by Shift for Each Location

Location	Shift		White	Non-White	Total
Northside	Shift 1 (8am - 4pm)	N	657	48	705
		%	93.2%	6.8%	100.0%
	Shift 2 (4pm - 12am)	N	400	50	450
		%	88.9%	11.1%	100.0%
	Shift 3 (12am - 8am)	N	843	91	934
		%	90.3%	9.7%	100.0%
Southside	Shift 1 (8am - 4pm)	N	362	22	384
		%	94.3%	5.7%	100.0%
	Shift 2 (4pm - 12am)	N	570	56	626
		%	91.1%	8.9%	100.0%
	Shift 3 (12am - 8am)	N	653	62	715
		%	91.3%	8.7%	100.0%
Inside	Shift 1 (8am - 4pm)	N	464	36	500
		%	92.8%	7.2%	100.0%
	Shift 2 (4pm - 12am)	N	360	32	392
		%	91.8%	8.2%	100.0%
	Shift 3 (12am - 8am)	N	447	52	499
		%	89.6%	10.4%	100.0%

Westerly

Racial Differences in Stops by Shift for Each Location cont.

Location	Shift		White	Non-White	Total
Beach	Shift 1 (8am - 4pm)	N %	344 92.5%	28 7.5%	372 100.0%
	Shift 2 (4pm - 12am)	N %	306 94.4%	18 5.6%	324 100.0%
	Shift 3 (12am - 8am)	N %	155 98.1%	3 1.9%	158 100.0%
Bradford	Shift 1 (8am - 4pm)	N %	516 95.0%	27 5.0%	543 100.0%
	Shift 2 (4pm - 12am)	N %	493 95.7%	22 4.3%	515 100.0%
	Shift 3 (12am - 8am)	N %	368 94.4%	22 5.6%	390 100.0%

Seasonal Variation in Traffic Stops by Race

Season		White	Non-White	Total
Winter (Dec – Feb)	N %	1,721 92.0%	149 8.0%	1,870 100.0%
Spring (Mar – May)	N %	2,238 92.5%	182 7.5%	2,420 100.0%
Summer (Jun – Aug)	N %	1,879 92.5%	153 7.5%	2,032 100.0%
Fall (Sep – Nov)	N %	1,572 93.3%	113 6.7%	1,685 100.0%

Reason for Stop by Race

Reason for Stop		White	Non-White
Investigatory	N %	609 8.2%	62 10.3%
Motor Vehicle Violation	N %	6,843 91.8%	536 89.2%
Assist	N %	52 0.7%	7 1.2%

Westerly

Basis for Stop by Race

Basis for Stop		White	Non-White
Speeding (High)	N %	2,508 34.7%	181 31.4%
Speeding (Low)	N %	322 4.5%	21 3.6%
Other Traffic Violation	N %	1,866 25.1%	178 29.9%
Equipment Violation	N %	2,010 27.0%	157 26.3%
Registration Violation	N %	551 7.4%	36 6.0%
Calls for Service/APB	N %	88 1.2%	10 1.7%
City Ordinance Violation	N %	18 0.2%	4 0.7%
Special Detail	N %	73 1.0%	5 0.8%
Motorist Assist	N %	34 0.5%	6 1.0%
Warrant	N %	18 0.2%	7 1.2%